

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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YARNS.

XXXVII.

THE SAILOR'S CHOICE.

'Twas in the London season
A friend asked me to go,
To see the sights his reason,
With him in Rotten Row.

A hungry shark then dodging,
Who'd followed me up there,
We left that fellow's lodging
And gained the open air.

And soon the Park we entered,
And by the Row we strolled,
Where rank and wealth are centred,
And Fashion's tide is rolled.

As to and fro kept riding,
The folks of high degree,
My chum his fate was chiding,
And asked which I would be.

Amid the throng of Fashion
An amorous belle and beau,
Whose gaze betrayed their passion,
Were riding to and fro.

And as the would-be mated
Went by with gay curvet,
I said, nor hesitated,
'I'd be that youth, you bet.'

XXXVIII.

A SMUGGLER'S STORY.

"You warn't to know 'ow I came to lose this 'ere finger, sir!" says an old salt to me one day, when I was strolling about Winchelsea, and had got into a talk with him as he sat mending a big brown fishing net.

"Warl, sir, if I tells yer, ye'll on'y shake yer 'ed, and say 'Sarve yer roight, Fuggle,' loike parson did t'other day, when 'e cum and sot down on that there tub yonder, and sez, sez 'e:

"'Fuggle,' 'e sez, 'don't 'e get tired now and then o' hunting over them old nets, and a-mending of 'oles?'

"'Warl, parson, I moight,' sez I, 'on'y I arn't sot 'ere allus, a'-hunting in these nets. I 'ad a bit o' fun when I was a young 'un, and when I feels dull loike, I thinks o' the old toimes, till I feels young agin, and goes off with the smugglers roight and hearty.' Yes, sir, I sez, sez I, that's 'ow I lost my finger. It wor a black night in November, with ne'r a moon, nor stars to be seen, and we'd landed a cargo from France all safe; a rare good haul; baccy, there wor, cigars, two or three kegs of brandy, and some fine silk handkerchiefs. Oh! and didn't one or two

on 'em make the gals perlite to us; and so easy to get father out o' the way, when they knew they'd get a purty smart handkerchief, with maybe a kiss into the bargain; they didn't object to serve us jolly fellows then, especially at the ole Half Moon, down there in the middle of the marsh, where we used to liquor up arter we'd brought our cargo up stream in a boat, and afore we started to drive across country to Tenterden with it. Warl, sir, this 'ere noight all our traps were stowed away in the dog-cart which stood ready in the coach'ouse, with the mare eatin' 'er 'ed off in the stable; while in the parlour, Meg Twycross, the landlord's darter, was a-filling of our pewters with 'er own fair 'ands.

"'It's a rough noight,' sez she, 'to drive across the marsh. Why don't ye boide 'ere, and take the cart on by dawn?'

"For Meg 'ad a tender heart under all 'er mischievous ways, and I think she would 'a been sorry if I'd a-tumbled into one o' them cussed ditches, and broke my neck, arter giving her fine lace enow to trim a Sunday gown, and I warn't say but summat more along wi' it. And she looks at me in 'er saucy way, and just as she speaks, afore I could answer, there cums a great thump on the front doore, which we'd taken the percoction to bolt, and Meg drops the jug and sez, all hoarse loike:

"'Fly, lads, it's the 'cise men.'

"Warl, we looks at one another.

"'Will the doore stand?' asks one chap.

"'No,' sez Meg, 'that game woan't do, father'll lose his licence then. You run and put the mare to, and I'll keep 'em here for ten minutes.'

"So off we scampers out o' the back doore, while she goes, all perlite, to let in the 'cise men at the front. It wor dark when we stumbled out into the coach'ouse, and we'd furgot the lantern in the con-founded 'urry, so back into the kitchen I goes for a loight, and 'ears Meg a-talking to the two men in the parlour, a-telling 'em there warn't a man aboot the place, and so she'd locked the doore fur safety, when up jumps one on 'em and twigs me by the fire.

"'Yer lie, gal,' sez 'e, and 'e's arter me, loike a cat by a mouse, when I slaps the back doore in 'is face, and runs with the matches to the stable.

"'Quick, Jack,' sez I, to t'other chap, 'put the mare to, and drive for loife.' Out busts the 'cise man, a-swearin' and a-puffin', but Meg was afore 'im, fur she slips out o' a back winder, and lets the dorg loose, a big, yellow beast, and 'e rushes at the man, and gets between 'im and the

doore, and barks and growls till the 'cise man runs round the 'ouse for the front door, with Bowser arter 'im, and me and Jack a-larin fit to split our sides; but Meg 'ad locked the front doore and put the key in 'er pocket. Then out cums t'other 'cise man from the back to see what all the row was about, and Bowser makes a run for 'im, and up 'e jumps onto a shed roof, and 'ollers for 'is comrade, who peeps round the 'ouse, and fires 'is pistol at me, when Bowser sets at 'im, and off 'e went right away down the road, and Bowser cums back to see to t'other, who was just a-thinking 'e moight get off the shed. And Meg all the while a-calling of the dorg in so sweet a way, and telling the 'ciser 'e wudn't boite, though she knew better, and kip 'em up to it.

"Seize 'im, at 'im, old boy, boite 'im,' sez she, just soft for Bowser to 'ear. Then she sees me a-looking at my finger, which that brute 'ad blown keen off, and she runs up to me, and binds it up with the scarf from her neck, which I had given 'er, a fine Frenchy one. And she drops a tear on it, and gives me a kiss right under the nose o' that 'cise man a-shaking up on 'is roof, and 'I'll manage 'im,' sez she, 'e wont be sorry fur a drop o' something hot to bring 'is sperrits up when Bowser lets 'im off, so drive yer hardest.' And up we jumps and off we goes, with our hearts in our mouths and a cheer on our lips for jolly Meg, and on'y one finger left behind."

THE Bombay police have discovered a secret traffic in guns, revolvers, and ammunition sent from Bombay in bales of goods to the Afghan frontier tribes. Four Afghans have been convicted and sentenced to two years' imprisonment each.

TRADE RETURNS.—The trade and navigation returns for the month of September have just been issued by the Board of Trade. They showed an increase in the imports and a decrease in the exports. The imports for the month amounted to £28,414,372, being an increase of £1,222,778. For the nine months of the present year the increase in imports was £14,185,421. The exports for the month amounted to £19,603,660, being a decrease of £230,170; while for the nine months the exports showed an increase of £11,132,128. The decrease in last month's exports was chiefly in yarns and textile fabrics, while the chief increase in imports was in articles of food and drink, and in metals, especially copper.

THE BARQUE "CAMBRIAN."—Advices from Valparaiso furnish full particulars of the foundering of the Liverpool barque *Cambrian*, 639 tons, during the destructive storm there on the 16th ult., and the drowning of her entire crew, save Captain Armstrong and an apprentice named Frederick Massan. The cables of the *Etoile du Sud* having broke, she drove down on the *Cambrian*, and from the bumping of both vessels the French barque foundered, and the *Cambrian* sank soon afterwards, carrying down with her the first mate, J. Brison; second mate, T. Richmond Frew; carpenter, Henry Nelson; steward, Robert Edison; sailmaker, J. J. Foxon; seamen, Walter Gillis, P. E. Johnson, J. Benwick, J. Shoals, J. Payne, W. Wickman; and apprentices, Robert Dyer, G. W. Fielding, and George Smith; also the mate and four seamen of the French barque who had clambered on board of the *Cambrian*, and another seaman was killed by falling spars. An apprentice of the Liverpool barque, named Frederick Massan, who is only 14 years of age, owes his life to his conspicuous bravery and indomitable courage. When he found that his vessel was sinking he jumped overboard, and resolved to reach another ship. After a terrible struggle of an hour's duration he succeeded in getting under the lee of the British barque *Glendory*, but being so exhausted he was unable to take hold of the line that was thrown to him, and a bight had to be thrown over his body, and in this way he was hauled on board and promptly attended to. The body of Mr. T. Richmond Frew, second mate of the *Cambrian*, was afterwards found floating in the bay.

SEAFARING DISASTERS.

Vivide, brigantine, of Faversham, went ashore in Northfleet Hope, Essex, but was towed off at high water.—*Bernicia* (s), of Newcastle, from Smyrna to London, anchored off Dover with propeller out of order.—*Rapid*, Norwegian brig, from Newcastle for Soderhamn, laden with coals, went aground at Saltholm, but got off with assistance. Agreement made for 1,200 kroner.—*Refundo*, in ballast, from Liverpool, went ashore at Merlimont, but got off.—*Lincolnshire* (s), put into Milford Haven with machinery broken down.—*West Australian* at Fremantle on October 3rd, all well. Whilst at sea a fire broke out on board. Cargo jettisoned to the extent of about 90 tons. Not much damage done to vessel.—*Tacito*, Italian barque, from Rosario for Genoa, cargo hard wood, has put into Buenos Ayres leaking badly, and will discharge for repairs.—*Adelaide Baker*, British barque, for Pensacola, put back leaking badly.—*Fusi Yama*, from St. Petersburg, arrived at Grimsby for bunkers, with a heavy list, had thrown deck cargo, pit props, overboard.—*Baltic*, Swedish brig, from Boness for Denmark, laden with coals, foundered in the North Sea; crew saved and landed at Dundee by the *Trene*, brig.—*Ship Scottish Glens*, of Liverpool, for Sydney, whilst being towed down the River Thames, went ashore just below Southend Pier, but got off and proceeded.—*Mathilde*, Norwegian barquentine, from the Baltic, timber, in towing up the River Usk grounded opposite Spittal Point, but was expected to float following tide.—Telegram from Mauritius, via Colombo, states: *Vellere* and *Thornhill* arrived with slight damage. *Umzinto* arrived September 21st, with mainmast cut away and loss of main and mizen topmasts.—*Trader*, of Liverpool, from Clonakilty for Newport, Mon., has been towed into Newport, Mon., with cutwater carried away and other damage, having been in collision with the steamer *Shagbrook*, of London.—Telegram from Hamburg states that the French barque *Carioca*, from Tocopilla, with nitrate, &c., grounded at Schullau, but will probably float following tide.—*Blue and White*, British schooner, which left Saffi August 21st for the United Kingdom, with beans, was lost at sea on the night of September 12th, through striking a floating wreck. Crew saved by Prince of Monaco's yacht, and landed at L'Orient.—Lloyd's agent at Port Said telegraphs, October 9th: *Martaban* (s), from Rangoon, to the United Kingdom, has been towed back to Port Said by the *United Service* steamer, with shaft broken.—*Catherine*, brig, of Whitby, has been abandoned off Winterton in a sinking condition. Crew saved by lifeboat, and landed at Winterton.—*Empress* (s), of Dundee, for Carthage, in coming out of the Tyne Dock, collided with the German steamer *Ariadne*, and received damage to port boats and davits. She proceeded on her voyage. When a short distance from land a defect in her machinery was discovered, and she returned to the Tyne for repairs.—*Perm*, Danish steamer, from Hull for Libau, has been towed into Frederikshavn with machinery disabled.—*Sindh* (s), which went ashore on Point Dominico off the coast of the Island of Samos on October 1st, has floated.—French brig, *Osmawry*, from Rouen for Malmo, sank near Terschelling; crew saved by the Norwegian barque *India*, and afterwards transferred to the fishing steamer *Diana*, which landed them at Bremerhaven.—*Rogoland*, Norwegian brigantine, from Archangel for Bristol with tar, has put into Stavanger with pumps choked; cargo will have to be discharged.—*Alexei*, Russian barque, from Kola for St. Petersburg, arrived at Bergen leaking and with loss of rudder, and will probably have to discharge.—Telegram from Pernambuco states that the French steamer *Villa de Maranhao* reports having fallen in with the British steamer *Mascotte*, Montevideo for Liverpool, October 2nd, lat. 2 N., long. 31 W., with tail-end of shaft broken. Proceeding under sail.—Steamer *Tolfaen*, Liverpool for Ireland, with grain, when 10 miles off Ormes Head, shipped a heavy sea, and was thought to be going down. Five of the crew took to the boat, which capsized, the five men being drowned. The steamer was assisted to Menai Straits by the *Llandulas* lifeboat crew.—Report from Copenhagen states that the Swedish barque *Arctic*, from Lulea to Hull, timber, was aground at South End, Amack.—*Chanticleer* (s), London for Newport, in ballast, put into Portsmouth with slight leak in boiler.—Telegram from Bordeaux states:

Norwegian barque *Emily* and Russian barque *Svea* at moorings, in swinging at flood collided. Former vessel badly, latter slightly damaged.—Lloyd's agent at Elsinore telegraphs October 9th: *Josephine*, Russian schooner, from Cherbourg for Hango, in ballast, and the *Anna Bertha*, German barque, have been in collision, and both have put back and brought up in Elsinore Roads, badly damaged.—Lloyd's agent at Haganas telegraphs October 9th: *Arctic*, Swedish barque, from Lulea for Hull, has put into Haganas after being ashore at Helsingborg, jettisoned a part of deckload, and will discharge and go into dock for repairs.—With reference to the report telegraphed by Lloyd's agents at Coquimbo relative to a fire in the cargo on board the *Clydebank*, the following is a copy of a message received by the owners from the master: "Coals caught fire; are making good progress with the discharge; cargo partially damaged." Since the vessel arrived at Coquimbo on September 15th, the owners assume that the discharge must therefore have been pretty well advanced before the fire was discovered.—Lloyd's agent at Amsterdam telegraphs October 9th: *Nicolaas*, Dutch ship, Harlingen for Hernosand, has gone ashore on Righel, near Vieland, and remains.—Lloyd's agent at Cardiff telegraphs October 9th: The *Jeanne d'Arc*, steamer, with pitwood, ashore at Breaksea, has been towed to Penarth Roads and proceeded to dock.—*Gaboon* (s), previously reported stranded near Southport, Wilmington, has been got off and safely anchored in the river.—*W. B. Ferguson*, British steamer, put back to Gibraltar, October 9th, with machinery out of order.—*Mauritania* (s), detained at Gibraltar, blow off cock out of order.—Lloyd's agent at Shields telegraphs: *Olga* (s), loaded, collided with two tugs doing considerable damage, and also run into and sunk one of the Commissioner's buoys in Newcastle harbour.—*Voltaic*, for Belfast, which should have sailed from the Mersey last Monday night, sunk in Clarence Dock; water level with rail at high water.—Lloyd's agent at Algiers telegraphs, October 9th: *Hilda*, British barque, from Trapani for Gloster, America, cargo, salt, put into Algiers with loss of topgallantyard and some sails.—Norwegian barque *Nor*, Cronstadt for Montrose, with timber, was abandoned Friday night in North Sea, masts were cut away, and sinking fast. Crew taken off by *Greenville* (s), and landed at Shields.—Quebec telegram states: *Mary Campbell*, British barque, New York for Montreal, with coals, is ashore at Matane.—Telegram from Bremen states that German steamer *Kars*, from Petersburg to Amsterdam, sunk October 7th, 63 miles northwest of Weser, in 24 fathoms of water. Crew landed at Bremerhaven.—Steamer *Sowerby*, of West Hartlepool, Hartlepool to Pillau, coals, grounded on Saltholmen. Assisted off and towed into Copenhagen.—British steamer *Gipsy Queen*, from Middlesbro', grounded in Elbe. Assistance sent.—*Ellendale*, smack, of Cardigan, parted cable and driven ashore, and was considerably damaged.—Lloyd's correspondent at Gravesend reports: *Orient*, barque, from Cochín and Mauritius, and the *Albatross* (s), from Bordeaux, were in collision, on Sunday night, off Gravesend. The *Orient* struck the *Albatross* on the port-quarter.—The *Guadalupe* (s), from Havre, bound to London, Sieund Burner, master, went ashore across the mouth of Ciffe Creek. Struck coastguard causeway, damaging propeller and causeway. She was towed by tugs to Albert Dock.—*Vigilant*, schooner, of Montrose, from Stonehaven for Libau, with herrings, when about 150 miles off the land, had stormy weather, and heavy seas constantly swept the decks. A terrific sea broke on board, smashing bulwarks and stove in the hatches, flooded the cabin and forecabin. The vessel was then put about, and run to the Tyne for refuge, where she arrived without further mishap.—Lloyd's agent at Hong Kong telegraphs, October 8th: *Chazee*, British steamer, passed *Quappagui* with machinery broken down.—*Greenville* (s), from Lulea, laden with ore, arrived in the Tyne Sunday afternoon. The master reports, on 6th inst., about 2 p.m., when 145 miles east of Tynemouth Castle, fell in with the wreck of the *Nor*, Norwegian barque, from Cronstadt, laden with deals for Montrose. The captain and the crew, seven in number, abandoned their vessel, and were rescued by the lifeboat of the *Greenville* after great difficulty, and safely brought to the Tyne.—A cablegram from Mole, Hayti, reports: *Indiana*, British barque, has gone ashore at Tortuga, and requested that assistance might be sent. A tug sent. Vessel has

sustained no apparent damage; jettisoned a portion of cargo.—A telegram from Singapore reports: *Kildare* (steamer) has been abandoned in a sinking state. All hands saved except boatswain, carpenter, and two natives. The *Kildare* was an iron screw steamer of 2,277 tons, built at Sunderland in 1883, and owned by Messrs. Hudson and Son, Sunderland.—Lloyd's agent at Amsterdam telegraphs: *Luneburg*, British steamer, arrived at Ymunden, with loss of part of deck-load.—Lloyd's agent at Harlingen telegraphs, October 8th: *Aubrey Parker*, British schooner, from Uleaborg for Chatham, laden with timber, has gone ashore and become a total wreck; the cargo may be saved.—Lloyd's agent at Cronstadt telegraphs, October 8th: *Princess Alexandria*, British ship, laden with deals for Lynn, has put back with damage to pumps.—A telegram from Bordeaux states: Lloyd's agent at Fayal reports, under date September 27th, that British steamer *Bentrack* (?) has been towed into Fayal by the British steamer *Alaska*, with loss of her screw and tail of shaft.—A telegram from Saigon, October 8th, reports: *Falkenberg*, German steamer, from Saigon for Hong Kong, put into Tourane with steering gear seriously damaged, deck swept, propeller lost and rudder sprung. Captain died at sea; will be towed to Hong Kong by the *Carisbrook*.—Lloyd's agent at St. John's telegraphs: *Curlew* (s), returning from Labrador, damaged, but to what extent not yet known, propeller broken.—*Earl Wemyss*—A telegram from Barbadoes, dated October 5th, states: Saved, Captain McKinlay, Campbell, Grubb, Murdoch, Sharp, Brown, Dolen.—*Eldenhope*, from Rangoon, at Liverpool, reports heavy gales off the Cape, and sustained considerable damage to ship, boats, &c., as well as cargo.—*Arctic*, previously reported ashore near Copenhagen, was assisted off by a svitzer steamer. Examined by divers, and keel found to be entirely gone.—British steamer *Blyth-woods* has arrived at Copenhagen with machinery deranged.—A Wilmington telegram states: Steamer *Gaboon* stranded near Southport. Must lighten. Steamer sent to her assistance.—Telegram from Lloyd's agent at Solomonal reports: British brig *Orion*, laden with deals, stranded Archangel Bar.—Steamer *Edendale*, Odessa for Hull, and steamer *Essex*, Pernoviken for Hull, collided Hull Roads Monday evening. *Edendale* was cut down below water's edge port side, and was beached outside Albert Dock Promenade, where she remains, afterhold partly filled. *Essex* sustained considerable damage to stem, and entered Victoria Dock.—Lloyd's agent at Coquimbo cables: *Clydebank*, barque, of Glasgow, arrived with cargo on fire. The fire was extinguished, and the cargo discharged, much damaged.—Lloyd's agent at Malaga telegraphs: *Heinrich and Catharina*, Russian barque, from Riga, is discharging her cargo, deals, much damaged.—*Brazilian*, barque, laden with wool, reported stranded at Sandviken, Oland, and full of water.—*Lorne* (s), from Konigsberg, passed Gravesend, bound up, with stem damaged. It is reported that she was in collision with the *Gordonia*, steamer, outward bound, at the Nore.—*Gefion*, Danish schooner, of Aroskjoberg, from Northfleet to Leith, with cement, was abandoned on the 4th inst., in the North Sea in a sinking condition. Crew landed by fishing lugger *Scud*, of Lowestoft.—A telegram from Omega reports *Sirius* struck stones, had rudder damaged, and leaks. She put into Pushbucker River. Repairing impossible.—*Centaur* (s), of Liverpool, in entering Roath Basin, struck the quay, making a hole in her starboard bow.—Lloyd's agent at Gibraltar telegraphs, October 6th: *Laforte*, French schooner, and *Whickham*, British steamer, were in collision nine miles east of Europa. The former sank. Master drowned. The latter was only slightly damaged.—*Helen M'Gregor*, steamship, of Glasgow, bound to Glenarm from Portrush, light, put into Loch Ryan with engines disabled.—Steamer *Charmont*, of Newcastle, from White Sea for Gloucester, cargo deals, put into Stornoway with loss of part deck cargo and damage to deck gear, having experienced a hurricane off Loffodens. The steamer proceeded after coal-lading.—Danish schooner *Frederiksvag* and Norwegian brigantine *Fortuna* have been in collision four miles east of Rock of Gibraltar. Former received injury to port bulwarks and stanchions; latter proceeded.—Russian ship *Betty*, which left Cronstadt September 30th, has put back to Carlscrona, having been ashore at Penisari.—*Gracie* (s), of and from London, whilst lying in Tyne Dock basin,

was run into by the steamer *Ferndale*, of Sunderland, from London, and received considerable damage to stern, &c.—*Magnolia* (s), of Sunderland, from Tripoli, esparto grass, grounded on the Black Middens, but afterwards floated with assistance, and proceeded up the Tyne apparently undamaged.—Telegram from Hong Kong, October 6th, states that the *Lydia* (s), from Hamburg, and *Zambesi* (s), from Saigon, have arrived with decks swept.—Tug *Thistle* put into Portsmouth Saturday night, and reports having lost between the Nab and the Owers a raft consisting of 100 balks of timber which she had in tow, bound from Southampton for Newhaven.—*India* (Swedish barque), from Lisbon to Stockholm, salt, while at anchor in Elsinore Roads, had stern stove in by collision with Norwegian barque *Falken*, Christensen.—*Einigkeit* (German brig), Wallis, Danzig to Grimsby timber, has been towed into Elsinore with windlass broken.—*Sir Robert Sale*, Captain Taylor, in ballast, has been wrecked in Oran Bay. All the crew saved, and landed at Oran (Algeria).—British steamer *Brampton*, with grain, stranded on the rocks at Rabbit Island, Dardanelles. Port side plates damaged; making water; position dangerous.

A telegram from Halifax states that the captain of the National Line steamer *Queen*, which arrived there last Wednesday from England, reports that when off the banks of Newfoundland in a dense fog at 3 a.m. on the 5th inst., she ran down the fishing schooner *Madeleine* of Granville, striking her amidships and causing her to sink immediately. The captain, the two mates, and the cook of the *Madeleine* were saved, but the remainder of the crew, 20 in number, all perished. The *Queen* herself by the collision lost foretopmast. The *Madeleine* was starting for Havre at the time.—The two following vessels, which have previously been referred to as overdue, were posted at Lloyd's October 10th, as missing, viz.:—*Christina*, of St. Andrews, New Brunswick, which sailed from Swansea for Capetown with steam coal, on May 9th last, was passed on fire on May 16th, in lat. 46 N., long. 8 W.; and the *Trevelyan*, of Southampton, which sailed from Glasgow, for Dunedin, Otago, with general cargo on March 22nd last, was spoken on March 31st, in lat. 46 N., long. 14 W.—*Gozo*, of Hull, which sailed from Gravesend October 9th, for Riga, returned at two o'clock next morning with furnace damaged.—A telegram from Dunbar, October 10th, reports: *Unity*, laden with herrings, fell over in the harbour, and is making much water, cargo being discharged to repair damage.—*British India*, from Grimsby for Portland, Oregon, with coals, arrived at Falmouth October 10th, with crane of topsail yard carried away.—A telegram dated from Corfe Castle, October 10th, reports: *Dew-Wyn*, schooner, from Milford for Southampton with railway iron, struck on Kimmeridge Ledge at 5.30 a.m. today, but afterwards came off and proceeded.—*August Marie*, brig, of Cherbourg, from Fecamp for Sunderland, in ballast, Croisier master, has been towed into Great Yarmouth harbour by tug and boatmen, with loss of rudder. No agreement.—*Excelsior*, screw launch, of Hull, from Amsterdam for Middlesboro', Harrison master, has put into Yarmouth harbour, short of coals and with machinery disabled.—*Trio*, schooner of Guernsey, collided with the *Fairway* (s), of London, off the Nash Point, Bristol Channel, on the 8th inst., whilst on passage from Glasgow to Newport. The steamer was struck on the bridge, starboard side; one plate holed and several dented. The *Trio* was towed into Cardiff.—*Mount's Bay* arrived in Gibraltar, October 10th, with crank pin brasses broken.—Telegram from Hamburg states: The British steamer *Urbino*, bound hence to Savannah, has grounded at Teufelsbrücke, and remains.—Cablegram from Mole (Hayti), states: *Indiana* arrived October 9th, all well. Cargo jettisoned consisted of 540 barrels of cement.—*Jane*, brig, of Aberystwith, Buenos Ayres for Hamburg (hides), arrived at Dover, October 10th, leaky, having stranded on Goodwin Sands. Agreement £10.—Telegram from Constantinople states: Steamer *Boileau* stranded off Karabournou, 8th inst., jettisoned 150 tons grain and refloated.—Steamer *Auricula* touched ground in the Dardanelles, refloated 9th, and proceeded.

THE Theatre of Varieties at Dundee has been almost totally destroyed by fire. It was first opened in 1810.

HOTEL DIRECTORY.

ABERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.

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And at St. Vincent's Rocks Hotel, Clifton.

BATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

BIRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.

BIRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor
(late North Western Hotel, Stafford).

BRIGHTON.—HAXELL'S MARINE HOTEL. By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors en pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not en pension, Apartments, 2s. 6d. Drawing Room and Bedroom, en suite, 8s. 6d., 10s. 6d., 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.

E. NELSON HAXELL, Proprietor.

BRISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mails.

F. BAILEY, Manager.

BRISTOL.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.

BRISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge Clifton. For Families and Gentlemen.

HARRY F. BARTON, Manager.

CARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.

GEORGE W. CLARE, Manager.

DIEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.

G. DUCONDERT, Proprietor.

DOVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or wire.

HASTINGS.—QUEEN'S HOTEL. Delightfully situated on Carlisle Parade. South aspect, facing the Sea. Redecorated. Contains elegant suites of Apartments and single Rooms. The largest and most handsomely furnished Public Rooms in Hastings and St. Leonards. Hydraulic Passenger Lift. Electric Light. Table d'Hôte at Seven. Separate tables. Tariff on application to WILLIAM GLADE, Manager.

ISLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

LIVERPOOL.—SHAFTESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.

LIVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

IN THE DOG WATCH.

BY ALL HANDS.

Nelson's historic flagship, the *Victory*, is to be out of dockyard hands by the 23rd prox. No lover of the sea can grudge the £10,000 of national money which has gone towards rendering her watertight and fit for another 100 years of honourable existence. It is a pity, though, that the usual Trafalgar Day demonstration will this year not be possible aboard the fine old vessel as she will then be still in the hands of the shipwrights.

People who take pride in maritime enterprise will share our regret in having to note the confirmation of the report of the return of the *Labrador* without having accomplished the object of her voyage, which was to co-operate with the *Phoenix* in opening a trade route to Siberian ports.

It appears that on September 27th Captain Wiggins found drift ice in the Jugor Straits, but at some distance from the land the sea was quite open, and the walrus sloops had been as far north as lat. 75 with a clear sea. Winter gales were setting in, so Captain Wiggins deemed it imprudent to proceed to the mouth of the Yenisei, as he would be so late in returning, and it was very doubtful whether the *Phoenix*, even had she reached the river, would have waited so late for him. He, therefore, reluctantly returned to Vardoe.

"But," it is added, "some satisfaction is felt at having ascertained that even in such an unusually severe season the Kara Sea is navigable to a vessel like the *Labrador*. Captain Wiggins brought to Vardoe four crews of the five walrus sloops that had been wrecked in the ice early in the summer."

As the present writer has had the privilege of meeting Captain Wiggins more than once, and has made a trip or two in the *Labrador*, he is the more sorry to hear of the ill luck of this year's enterprise.

A paperhanger, a man who wanted to take care of the captain's horse, a gardener, and a man who wanted to be what he calls "the ship's roofer," have, according to our New York contemporary, the *Seaboard*, been among the candidates for admission to the American navy. As many a seaman knows to his sorrow, a good many hands to be met at sea now are about as useless there as grooms and gardeners.

Letters received from the Mediterranean squadron at Volo state that while the vessels were on their way there from Salonica "they encountered so strong an easterly gale that the sea was unpleasantly felt by the low free-board ships."

Quite so. These new-fangled and uncanny craft—if the term craft can indeed be applied to them, for the term is associated with a thing of beauty—seem generally to make very bad weather.

It is announced that somebody at "Philadelphia has invented a

patent appliance for a hawser which is intended to prevent a rat from climbing up on a vessel." The patent, we are told "is an appliance shaped like a funnel, over which the varmints can neither crawl nor climb. If this invention should work it would make the patentee a fortune; but old sailors don't think that anything can keep rats out, and they declare that if they (the rats) could not get on board ships any other way they would swim out and crawl up the slippery sides of the boats." So the *Philadelphia Record* says.

On this we must remark that it is a pity that the ingenious Yankee does not patent an invention for protecting sailors against land sharks.

It is interesting to note that the question has been raised before the Supreme Court of California whether the sinking of a vessel becoming unmanageable by reason of the bursting of her boilers, came within the meaning of "perils of the sea" as legally defined. It appears that the court has decided that the loss did not come within the meaning of "perils of the sea" as defined by the civil code of California, nor as understood in the law of marine insurance generally.

A Liverpool paper says:—

"News has come to hand of the crew of her Majesty's ship *Opal* having been kept on salt provisions for eighty days. The vessel, which is attached to the South Pacific squadron, was detailed to visit the numerous islands in the Southern Archipelago; and as no fresh meat could be obtained in such an inhospitable region, 180 officers and men on board had for the period mentioned to live on salt meat, biscuit, and preserved potatoes; they have not, however, suffered any serious consequences."

On this one of the crew of SEAFARING remarks: "My first voyage was to Vancouver's Island in a sailing ship from England round Cape Horn. We were 186 days on the passage, and had salt provisions all the time, except once a month, and very bad the provisions were—much worse than anything to be found in the navy."

The Foreign Office reports furnish us with some interesting facts with regard to the Canadian Pacific line of steamers, which commenced running in May last between Japanese ports and Vancouver. Nine steamers since May cleared from Hiogo for the Canadian destination by way of Yokohama, and the quantity of freight carried by them across the Pacific amounted to 6,458 tons. Tea for Eastern Canada was the principal item in the cargoes.

It is pleasing to note, with reference to the belief entertained in Wales that the Government intended to close Pembroke Dockyard, that the First Lord of the Admiralty has written as follows to Admiral Mayne, M.P.:—

"The Admiralty have no intention of shutting up Pembroke Dockyard, and we shall continue to find work for the number of men employed there. The recent mobilisation has, in my judgment, shown what a strain would be imposed in war time on the large dockyards, where the great bulk of ships must be commissioned, and I am not disposed to add to that strain by giving them in addition the work which the smaller yards can usefully perform."

The natives of British North Borneo have "got 'em on." They are showing a daily increasing preference for the coat and trousers of civilisation! Cloth is said to be displacing fabrics made of bark which have hitherto been in favour in the interior. We trust tailors and fashion plates are also among the imports to Borneo!

The natural resources of the country are reported to be magnificent. There is a vast supply of timber in the country, and, in view of the scarcity of the same throughout the East, Sandakan is likely to become the chief timber port in these seas. Tennyson's *Locksley Hall* hero should go and increase his kind in Borneo, as population is above all things needed; only 6,000 acres of the land are in the hands of Englishmen, the Dutch are comparatively few in number, and Chinese immigration is actually welcomed.

Here is a bit of good news:—Three slave dhows are reported to have been captured off Mocha on the 16th of last month. The captor was H.M. *Osprey*, and in the struggle the four slaver captains met their deserts, and were killed. Of the slaves four were killed and four wounded, so that the Arabs probably congratulated themselves on being quits with the dogs of infidels who will not let them carry on their merry little traffic in peace.

Among the latest nautical novelties is a boat propelled by electricity. She is meant for a Thames pleasure boat, and was launched on Monday, and is described as

65½ ft. long, 10 ft. beam, and designed to carry eighty passengers, with a mean draught of 22 in., 12½ tons displacement, at six miles an hour, as regulated by the Conservancy by-law. The electrical machinery and storage being placed below the deck fore and aft, leaves a clear run of the whole length of the boat for passengers. In the middle is a handsomely-fitted cabin, with lavatories, dining table, &c. The electricity is stored in 200 Electrical Power Storage Company's accumulators, and is converted into power by two motors of 7½-horse power each, driving twin three-bladed propellers by Thornycroft and Co. The hull is constructed with a primary view to the comfort of the passengers, and is of bright mahogany and teak throughout. The whole has been designed and built by Mr. W. Sargeant, electrical launch builder, Chiswick. This is the first of a series intended for the Thames, others, it is stated, being now laid down.

The end of a well-meant, but ill-fated, enterprise—to which reference has already been made more than once in these columns—was witnessed at Dundee last week, when the schooner, *Queen of the Dart*, was exposed for sale by warrant of the sheriffs, and knocked down, after what is described as a brisk competition, to Mr. Thomas Craven, of London, for £170. It may be remembered that this vessel was recently overhauled and fitted out "for the Arctic fishery, and in connection with a mission to the Esquimaux in Cumberland Gulf"; but the expedition fell through, and an action for wages raised in the Dundee Sheriff Court resulted in the issue of a warrant for the sale of the ship, the sheriff, in giving judgment, deprecating the notion of "fishing for men and whales at the same time."

PASSED EXAMINATIONS.

Return of Masters, Mates and Engineers reported to have passed examinations, and to whom certificates have been issued during the week ending October 6th, 1888.

Note—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

FOREIGN TRADE.

| Name. | Grade. | Examining Board. |
|------------------------|-------------------|------------------|
| Sharpe, Joseph | 1 M | London |
| Wood, Charles Geo. | 2 M | London |
| Jones, George N. | 2 M | London |
| Little, George Herbert | O C | London |
| Cheriton, Harry | 1 M | London |
| Bishop, John R. | O C | London |
| Davies, David | O C | London |
| Cohen, Joshua | 1 M | London |
| Blacklin, Alfred E. | Ex. C | London |
| Sandeman, Wm. S. | Steam | London |
| Neilson, Edward A. | 2 M | Liverpool |
| Shields, George A. | 2 M | Liverpool |
| Hollingsworth, A. E. | 2 M | Liverpool |
| Learmouth, Andrew | 2 M | Liverpool |
| Bramhall, William C. | 1 M | Liverpool |
| Langshaw, William E. | 1 M | Liverpool |
| Wilson, Robert | Ex. C | Liverpool |
| Osborn, Albert | 1 M | Liverpool |
| Jenkins, Thos. H. | 1 M | Liverpool |
| Trant, Alfred W. V. | 1 M | Liverpool |
| Hinman, David | 2 M s s | S. Shields |
| Barker, Rowland R. | 2 M | S. Shields |
| Twait, Jno. Geo. | O C | S. Shields |
| Fox, Alfred P. | 1 M | S. Shields |
| Suttie, Thomas K. | O C | S. Shields |
| Whittingham, Thos. | O C | S. Shields |
| Elersen, Ferdinand | O C | S. Shields |
| Smith, John S. | O C | S. Shields |
| Corney, Harry D. | Compass Deviation | S. Shields |
| Kemp, Horatio L. | 2 M | Cardiff |
| Heard, Wm. Hy. | 1 M | Cardiff |
| Tasker, Harry N. R. | 1 M | Cardiff |
| Stewart, John | 2 M Fore & Aft | Glasgow |
| Kerr, Thos. | Ex. C | Glasgow |
| Organ, John M. | O C | Plymouth |
| Lochead, James | 1 M | Greenock |
| Abrahamsen, J. T. | O C | Greenock |
| Rhode, Adolph H. H. | 1 M | Dublin |
| Stephen, Robert | 1 M | Aberdeen |
| Stephen, Andrew R. | O C | Aberdeen |
| Kemp, George | 2 M | Aberdeen |
| Balloch, Jas. Allen | 2 M s s | Dundee |
| Allan, Jno. | O C | Dundee |

ENGINEERS.

| | | |
|-----------------------|---|------------|
| Bachan, Jno. | 2 | London |
| Brough, J. Thompson | 2 | London |
| Langham, Henry J. | 2 | London |
| Stephens, John W. T. | 2 | Cardiff |
| Evans, Charles George | 2 | Cardiff |
| Davies, David | 2 | Cardiff |
| Cornelius, Saml. | 1 | Cardiff |
| Schuler, Robert | 1 | Cardiff |
| Mabe, Edwin | 1 | Cardiff |
| Orrin, Chas. | 1 | Cardiff |
| Russell, Thos. Wm. | 2 | N. Shields |
| Henderson, Duncan S. | 2 | N. Shields |
| Dickinson, James | 2 | N. Shields |
| Scott, Ralph | 1 | N. Shields |
| Middleton, David | 2 | Glasgow |
| Glass, Thos. | 2 | Glasgow |
| Payne, George | 2 | Glasgow |
| Elder, Alexr. D. | 2 | Glasgow |
| Bain, William | 2 | Glasgow |
| Davidson, Jno. G. | 2 | Glasgow |
| Robertson, Wm. D. | 1 | Glasgow |
| Morrison, John | 1 | Glasgow |
| Ross, John | 2 | Leith |
| Whitton, Frederick P. | 2 | Leith |
| Tubbesing, H. B. H. | 2 | Leith |
| Millar, Berwick | 1 | Leith |
| Honstein, Jean F. | 1 | Leith |
| Burn, Thomas C. | 1 | Leith |
| Stewart, James | 2 | Belfast |

It is reported from Brisbane that a series of proclamations have been published with reference to the future government of New Guinea. They prohibit the supplying of natives with firearms, intoxicating liquors, or opium, and forbid all attempts to remove natives from their homes. The proclamations also provide for the adoption of the laws and gold-mining Acts in force in Queensland, with payment of rewards for finds of gold at the option of the administrator.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON :—The rates here are :—
MEDITERRANEAN AND CONTINENT :—
A.B. £3 10s. per month.
Firemen £3 15s. per month.
A.B. £1 5s. to £1 8s. per week.
Firemen £1 5s. to £1 8s. per week.
NEW YORK :—
A.B. £3 0s. per month.
Firemen £3 15s. per month.
Trimmmers £3 5s. per month.
CAPE OF GOOD HOPE AND NATAL :—
A.B. £3 10s. per month.
Firemen £4 0s. per month.
AUSTRALIA :—
A.B. £3 10s. per month.
Firemen £3 15s. per month.
CHINA AND INDIA :—
A.B. £3 10s. per month.
Firemen £3 15s. and £4 per month.
SAILING SHIPS (to all parts of the World) :—
A.B. £2 10s. per month.
O.S. £1 10s. to £2 per month.

| LIVERPOOL :—The following are the rates ruling here for the places named :— | |
|---|------------------------|
| Steamers. | Sailing Ships. |
| Calcutta, East | |
| Indies | 3 0 0 Sailors } 2 15 0 |
| Australia, South | 3 10 0 Firemen } |
| Africa | |
| China, Brazil .. | |
| West Indies | 2 15 0 Seamen |
| | 3 10 0 Firemen |
| United States and Canada | 3 10 0 Seamen |
| | 4 0 0 Firemen |
| | 4 10 0 Firemen |
| Mediterranean .. | 3 0 0 Seamen |
| Baltic | 3 15 0 Firemen |
| San Francisco, Valparaiso, S. America, Oregon | 2 15 0 |
| St. John, N.B. | 2 15 0 |
| West Africa | 2 10 0 Seamen |
| | 3 0 0 Trimmers |
| Galveston | 3 10 0 Firemen |
| | 3 5 0 Seamen |
| Valparaiso | 3 15 0 Firemen |
| | 3 0 0 Seamen |
| Cape de Verdes .. | 4 0 0 Firemen |
| | 3 0 0 Seamen |
| | 3 15 0 Firemen |

GLASGOW :—Wages :—
A.B.'s southward, sailing, £2 10s.; steam, £3 A.B.'s westward, sailing, £2 15s.; steam, £3 10s.; Firemen, southward, £3 10s.; Firemen, westward, £3 10s.
LEITH :—The wages here are :—
Steamers, home and foreign, Seamen, £3 10s.; Firemen, £3 15s.—Sailing ships, Seamen, £2 10s. to £2 15s. for southward.

BELFAST :—The wages here are :—
Sailing ships to Quebec, £3 5s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. To Demerara, via Ayr, £3, with a month's advance. Steam, seamen £3 10s.; firemen, £4, with a month's advance; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen, £1 8s. to £1 12s.
PLYMOUTH :—The wages of seamen here are :—
To Quebec, £3 per month. On the coast, £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

NEWCASTLE-ON-TYNE :—Wages :—
Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Seamen; weekly wages, £1 8s. Seamen (finding own food).

HULL :—Wages here :—
Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN :—The rate of wages in this port is as follows :—
Deep sea voyages, £2 10s. per month] with usual allotment.
Channel steamers from 25s. to 27s. per week.
Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.
Liverpool either towing or sailing. London, £5 sailing, £4 towing.

| BRISTOL :—The rates here are :— | |
|---|-----------|
| | Per Month |
| | £ s. d. |
| Sailing ships for Able Seamen | 2 15 0 |
| Sailing ships for Ordinary Seamen | 2 0 0 |
| Steam ships for Able Seamen | 3 10 0 |
| Steam ships for Firemen | 4 0 0 |
| SUNDERLAND. Wages here :—Steamers, seamen, £4; firemen, £4 2s. 6d. and £4 5s. | |
| | £ s. d. |
| Sailing Ships, to the Southward sailors .. | 3 0 0 |
| " " Mediterranean sailors .. | 3 10 0 |
| " " Quebec and Baltic sailors .. | 3 15 0 |

GRIMSBY :—Wages of A.B. Seamen :—
Sailing vessels, long voyages 3 0 0
Sailing vessels, north of Europe 3 10 0
Steam ships, A.B. Seamen, European Ports .. 3 15 0
Firemen 4 0 0
No long voyages, Suez Canal, &c.
Weekly wages—Seamen and Firemen, £1 8s. Crew find their own food.

ACCORDING to a despatch from Simla the Ameer Abdurrahman reports that his troops have defeated Ishak Khan at Tashkurgan, and have captured the town. Ishak is now a fugitive.

CORRESPONDENCE.

THE BOTTLE HOAX.

To the Editor.

DEAR SIR,—Enclosed I send a cutting from the *Detroit Free Press*, referring to a *pastime* of the people at an American watering-place. I don't agree with this kind of amusement, and should like your opinion on the same.

A CONSTANT READER.

The following is the cutting enclosed :—
"Every fishing crowd that goes out takes along several empty bottles. These are called 'special despatches,' and at certain points the despatch is written, securely corked up in the bottle and the bottle sent out to sea to be cast on the shore, no one knows when nor where. The contents of the bottle average about as follows :—
"AT SEA, ABOARD THE 'MAUD S.'
"August 12th, 1888.
"A party of 10 of us have been blown out to sea on board this yacht, which is dismantled and leaking. We are now 25 miles off the coast, and the boat cannot float another hour. We are all guests at the Mansion House, Atlantic City. The finder of this will be liberally rewarded if he will convey this note to Robert G. Black, No. 286, Lexington-avenue, New York. There are six women and four men of us. The others are weeding and praying as I write. Heaven help us, but it is hard to die in this way.

"H. W. BLACK.

"This is looked upon as very funny, and is all the go, and for the next year these 'bottle despatches' will be the bane of the daily Press."

[Our opinion is that the authors of such a hoax ought to be punished.—ED. SEAFARING.]

SEAMEN AND THE TRADES' UNION CONGRESS.

To the Editor.

SIR,—Before me is a copy of your issue of the 15th inst., which I have read with the greatest pleasure, for in no other edition of SEAFARING was there so much matter appeared whereon the British seamen could congratulate themselves. Fancy, the British seamen having three delegates on the Trades' Union Congress! A sure sign, I think, that poor Jack is at last taking a step in the right direction. Permit me through the columns of SEAFARING to thank Mr. H. Friend for the able manner in which he defended the British seamen against the proposed Widows and Orphans Pension Fund Bill, introduced into Parliament by Colonel Hill, member for Bristol, through the influence of Messrs. Watts and Scrutton, president and vice-president of the Chamber of Shipping. Now, sir, if those gentlemen are so desirous of benefiting the widows and orphans of deceased seamen, why not apply to the proper authorities for funds to carry out their benevolent ideas, for it is an evident fact that our forefathers contributed to the Greenwich Sixpence and Muster Roll? Where may all this money have gone? I am given to understand on very good authority that this money has accumulated to £11,000,000 sterling. Messrs. Watts and Scrutton require, so they say, £150,000 annually to work this proposed pension fund. Why not apply for the interest of this £11,000,000? Assuming that it is out at 2½ per cent., it would yield £275,000 annually. But there! it is only a question affecting poor Jack. Had it been anything detrimental to any of the offspring of those once illustrious, but now deceased, ladies, Nell Gwynn, [Barbara Villiers, and others I could mention, whose offspring were born in shame and infamy, the whole of the aristocratic community would have been up in arms on their behalf. Aye, even the immaculate clergy. I quite agree with you, sir, that the Eight Hours' question moved before the Congress was a ridiculous absurdity, as far as seamen are concerned, but we must not lose sight of the fact that Mr. Keir Hardie included the word seamen in his motion at the request of a seamen's delegate. I am glad to inform you that the seamen of Sunderland are becoming stronger every day in organisation.—With best wishes to you and SEAFARING, I remain yours, &c.,

CHARLES WOOD.

35, Barrington-street,
Monkwearmouth,
Sunderland.
September 23rd, 1888.

ANSWERS TO CORRESPONDENTS.

SHIPPING CLERK.—Apply at Nories', 155, Minories, London, E.
W. (Brighton).—Next week. Thanks.

SOME SEAFARERS.

XV.

REAR-ADMIRAL BEDFORD PIM.

In an article in our last week's issue we made mention of the manner in which the pilots have just honoured the memory of one of her Majesty's "most faithful seamen." It is not often that the rank and file of seafaring men combine to pay such a tribute of respect to one who spent most of his life at sea on the quarter-deck. The fact that in this instance they have so combined is, therefore, the very highest testimonial to the character and career of the departed. Admiral Bedford Pim was indeed just such a man as sailors can understand and follow. As a writer in the *Standard* newspaper remarked at the time of his decease, he was "one of the last of the Old Guard." Like Admiral Rous, he belonged to the generation that has passed away—the generation of sturdy tars who believed in the individuality of the English sailor, in his hereditary pluck and versatility and love of tradition, rather than in the iron plates and mechanical glories of a new-fangled epoch. Pim was in fact a zealous and untiring worker in the cause of the seamen as such, and as stern and persevering a foe to anything which in his judgment might prejudice them. His peculiar Conservatism—we will not say political Conservatism—was indeed the result of his love for and knowledge of seamen. In the light of the latter, therefore, it behoves us to regard his quaint crotchets, such as his long-continued distrust of steam, his dislike of preserved meats as provisions, his fear of Free-trade, combined with his sentimental clinging to the memory of three-deckers, junk, pea-soup, and liberal allowances of lime-juice and rope's-end. In the same light we must certainly regard his wise and honest aversion to foreigners in the fore-castles and dandies on the quarter-decks of our merchant ships. To put the matter in a nutshell, Admiral Bedford Pim was all for protection and preservation in matters nautical: he saw clearly the dangers that especially threaten the welfare of men afloat, and, like a wise physician, he sought, by building up their moral and social constitution from within, to overcome what attacked them and, through them, our whole polity, from without. But though Bedford Pim was at the time of his death, just two years ago, in some sort a voice from the past, he was in no sense an advocate of retrogression or example of dull uniformity. Indeed, his whole life-work is a triumphant assertion of the many-sidedness of English maritime careers. Since the time of Raleigh there has perhaps been no more versatile British tar. Born in 1826, and trained at the Royal Naval College, Bedford Pim was by turns merchant seaman, naval seaman, surveyor, explorer, fighter, engineer, financier, politician, journalist, author, man of science, and man of law. In the last-mentioned capacity he was called to the bar as lately as 1873. As a politician he represented Gravesend in 1874, and wrote much on the Eastern Question. As a man of science and journalist he was well-known to the scientific and literary worlds, and his lectures and pamphlets won him a name amongst them. His reputation as an engineer is based on his scheme for a canal through

Nicaragua—a scheme which England, alas! will not be the country to carry into effect.

But it is on the sea, and for the sea, of course, that he did his best and bravest work. He was at the bombardment of Sweaborg, and in command of a gunboat he did yeoman's service there. In the China war, too, he proved his metal before the Peiho forts, and returned to England seriously wounded. During the fifties and onwards to the close of the Crimean war, Pim was an impassioned advocate of the Franklin search expeditions. At one time he undertakes a mission to the Russian Court in order to lay before Czar Nicholas his plan for examining the Siberian coasts. The characteristic energy of his representations are said to have considerably surprised the haughty northern autocrat. At another time he heads a sledging expedition over the ice in the Northern regions, and virtually effects the North-West passage. The story of the part played by him in M'Clure's expedition in search of the missing crews of the *Erebus* and *Terror* should be told at length, for it is the great episode of his active life.

In 1850-1 M'Clure, in the *Investigator*, passed up Behring's Strait, whilst Captain Kellett, with Pim amongst his officers, sailed through Baffin's Bay in order, if possible, to co-operate with the first-mentioned commander. The search for Franklin was, of course, the object of both expeditions.

M'Clure wintered at the Princess Royal Islands, only about 30 miles from Barrow Strait. Unable to push on farther to the eastward, he brought his vessel into an ice-locked bay, where, for all we know to the contrary, she may be lying to-day. In the winter of 1851-2 he made a journey over the ice to Melville Island, where he left a record. Then he returned to his ship, and prepared to abandon her, with little hope of ever reaching help among the Hudson's Bay settlements. As good luck would have it, Kellett's men found the record, and it was at once determined to cross the ice-bound strait, separating the vessels, in order to acquaint the beleaguered crew of help being at hand. Lieutenant Pim was placed, as indeed he deserved to be, at the head of the rescue expedition. For 28 long days the sledges toiled over the uneven surface of the ice. On the 28th was enacted a scene which will long be famed amongst the annals of Arctic exploration. Brave Captain M'Clure, believing within himself that he and his would never again see face of civilised man, was walking near his ship, looking for a fit spot wherein to dig a grave for one of his men who had died the day before. Suddenly, in the offing, there loomed up a strange human figure. It had the appearance of an Esquimaux: the fur clothing and wild gestures were those of a savage, but the face was black—black as ebony—and for long the crew of the *Investigator* thought it had emanated from the region of Davy Jones's locker. At last the demon gasped aloud:—"I'm Lieutenant Pim, late of the *Herald*, and now in the *Resolute*. Captain Kellett is in her at Dealy Island." Then man after man rushed forward to shake by the hand the smoke-begrimed herald of safety. Out of the workshops, up from the lower deck, out of the very beds of sickness they crowded to gaze on and greet their

deliverer. "Despondency," writes Captain M'Clure, "fled the ship, and Lieutenant Pim received a welcome, pure, hearty, and grateful."

Thus Bedford Pim, from the eastward, shook hands with the men who had, for the first time on record, travelled so far out of the west. And in this sense he was the first to effect the North-West passage. That geographical quest has long since been abandoned; the Canadian Pacific Railway has rendered it unnecessary. But the personal courage, the wise patriotism, the active love of his fellow-seafarers, high and low, which characterised the strong and versatile spirit of Bedford Pim, are an example which, so far as British and indeed American seamen are concerned, no blast of innovation can ever destroy.

Apropos of Bedford Pim, it may interest our readers to add that a relative of one of the staff of SEAFARING was one of Franklin's officers, who as recorded on the monument outside the Athenæum Club, London, perished with the expedition, in search of which another relative twice went out. One of our staff, we may also add, sought a place in the expedition under Nares and Markham to discover the North Pole, but failing like so many other men who then volunteered, he addressed the following lines:

TO THE POLAR EXPEDITION.

"But pain is not the fruit of pain."

God speed you on your high emprise,
Till with its triumph earth shall ring,
And broad beneath the Polar skies
Old England's flag its cross shall fling;
And as it spreads triumphant there,
O, not alone shall it proclaim
Her sailors' valour, but declare
That light is blended with her name;
That she is foremost in the fight
For knowledge as for liberty,
That she is Bearer of the Light
As well as Mistress of the Sea—
That if she have degenerate sons
Who crave for her a smaller name,
In you the Sea-king blood yet runs
And burns the fire that made her fame.
Not yours the joy as brief as breath,
While thrilling strains of music swell,
To make one dash at glorious death,
As the Six Hundred charged at hell,
But death each hour to face for years,
'Midst Arctic solitude and night,
Whilst no applause your efforts cheers,
And Nature's self, not men, you fight.
Not all the conflicts earth has seen,
Not glistening steel nor cannon's roar,
On sea or land where'er men glean
Their laurels, called for heroes more—
The will that triumphs o'er despair,
The hand to do when Hope is dead,
The heart to suffer and to dare,
The soul by high ambition fed—
These England sends, and English hearts
And English hands before to-day
Have thrilled, have awed, the furthest parts
Of earth in peace and foughten fray.
Then O God speed you, for your ships
Hold highest hopes; be yours to dare
Through Polar ice and Hope's eclipse,
And plant the flag of England there.

SAILORS AND THE LIFE SAVING APPLIANCES ACT.

A meeting of the Amalgamated British Seamen's Protection Society was held at the offices, Trafalgar Hotel, Lemon-street, London, E., on Tuesday. Mr. William Paterson Lind, the hon. secretary, read several letters from seamen's societies in the out ports, re the choice of three A.B. representatives for the proposed Consultative Committee on Life Saving at Sea. So far, however, there appeared but little hopes of any mutual agreement among the whole, each society having apparently different notions of the methods and ways to act in the matter; he was, however, glad to report to the meeting that the London societies had, after due consideration at several joint committee meetings, agreed to send a joint representative to be finally chosen at a special meeting to be held later, by the joint committees of the above-named society and the Seamen's Vigilance Association. It had also been mutually agreed to support the Liverpool society's candidate. There would, however, be some difficulty in respect to the third representative, inasmuch as there being one local society in Hull and two local and rival societies in Sunderland, each of which wanted to secure their own candidate's success, there was a general feeling both in London and Liverpool that the preference should be given to the oldest established of these societies to send an A.B. to represent the North and N.E. coast seamen. A letter was read from the secretary of Lloyd's thanking the committee for its suggestions in respect to signal stations, and after various other business was transacted the meeting adjourned until after the final adoption of a joint candidate to represent the London societies.

A special meeting of the United Mariners' Benevolent Society was held on Monday night at the society's office, 7, Mariners'-parade, Liverpool, to consider the question of electing three able seamen on the Consultative Committee, in connection with the Merchant Shipping (Life Saving Appliances) Act. Mr. Williams, the vice-president of the society, presided. Mr. Matthew Callaghan, the secretary, read the official communications from the Board of Trade in reference to the question, also copies of letters which he had sent, and replies received from the different seamen's societies in London, Sunderland and Hull. He said the United Mariners' Benevolent Society was established in 1866, and since then they had enrolled some 10,000 qualified members and paid several thousands of pounds in benefits to seamen in cases of sickness, accident, and distress, through shipwreck and other causes, in addition to grants made to the widows, and other relatives of deceased members, most of whom were lost at sea. As a society of practical sailors they had consistently dealt with every vital question affecting the interests and welfare of British seamen, in numerous petitions and memorials to Parliament and the Board of Trade, especially with a view to the manning and equipment of ships, and for the prevention of loss of life at sea. The Life Saving Appliances Act would deal with life-boats, life-buoys, and other equipments, and the committee to be appointed in connection with the Act are to consist of representatives of the shipowners, shipbuilders, underwriters, and practical navigators, to be selected by their respective bodies, including three practical sailors to be selected by recognised seamen's societies. He had corresponded with the other seamen's societies in London and the North of England, with a view of arriving at an amicable conclusion in reference to the selection of three suitable men. One or two societies had suggested a system of voting which their society and others did not agree with, on the ground that it would not be satisfactory to all concerned in accordance with the requirements of the Act. As their society was established for upwards of 22 years, and the only seamen's society in Liverpool, they claimed the selection of one suitable member to serve on the committee. The seamen of London would also expect to select a suitable man, and, no doubt, the seamen of the North of England would endeavour to arrive at the same conclusion. A suitable and qualified member to represent the society was then selected and adopted, and the following resolution, proposed by Mr. King, seconded by Mr. Stephenson, and supported by the chairman, was unanimously passed—"That the

United Mariners' Benevolent Society of Liverpool claim to be represented by a qualified member to serve on the Consultative Committee in connection with the Merchant Shipping (Life Saving Appliances) Act, and we trust that three practical men, selected respectively on behalf of the seamen of Liverpool, the seamen of London, and the seamen of the North of England, may be duly elected and appointed, in accordance with the requirements of the Act, and in the interests of the seamen of the country and all concerned."—This concluded the business, and a vote of thanks to the chairman terminated the proceedings.

THE PILOTS' CONFERENCE.

On the last day of this gathering, at Bristol, it was resolved:—"That, in the opinion of this conference, the evils now complained of, viz., the employment of unlicensed men, should be remedied by an alteration in the law, which now puts the onus of proof on the pilot to prove a distinct order of navigation given by the unlicensed man, whereas, if the onus of proof is on the captain to show for what purpose the unlicensed man was on board his ship, and the nature of the acts done by him, it would meet the case, and would be following the spirit of the law as to persons found on licensed premises at illegal hours, and a heavy money penalty to follow conviction. That steam towing vessels shall when towing vessels in pilotage districts be eased or caused to go slow when within reasonable distance of a pilot vessel displaying the proper pilot signal and belonging to the port to which the ship may be bound, and that the master or others in charge, or others on or belonging to such steam towing vessel, shall not, by signal or by any act or sign, direct the course of any such vessel towed by them after a duly licensed pilot shall have spoken such vessel, whether such services have been refused or not."—On the motion of Mr. Colquitt, seconded by Mr. Gore (both Liverpool delegates), it was resolved "That 90 per cent. of the total amount of the dues paid by certificated masters and mates of vessels is a fair and proper proportion to go direct to the pilots' annuity fund." The following resolutions were also passed:—"That, in the opinion of this conference, the practice of pilotage authorities licensing pilots in districts over which they have no jurisdiction should be discontinued. That this conference condemns the action of the Cork Commissioners in granting pilotage certificates to pilots for piloting in waters where they have no power for granting the same. That in the opinion of this conference the master of every vessel subject to compulsory pilotage, and having no licensed pilot on board, shall, on entering any pilotage district in which the employment of a pilot by law is compulsory, display the usual signals for a pilot, and continue to do so for such a distance as the pilotage authority of the district may determine; and the master of every such vessel shall afford the same facility for receiving a duly licensed pilot on board as is now afforded by section 378 of the Merchant Shipping Act of 1854, to the London pilots stationed at the approaches to the south channel of the Thames. That this conference reiterates the previous demand of the pilots that certificates shall not be granted to aliens. That the proportion of gross savings of the owner of a ship, through his exemption from pilotage dues, which shall be paid to the pilot funds shall be at the rate of 25 per cent. That the nautical assessor to be appointed in any appeal to a County-court judge to sit at such appeal shall be a duly licensed pilot in active service." In reference to the last resolution but one, several delegates advocated 50 per cent. instead of 25, but the 25 per cent. obtained a majority of votes, and was carried. In committee a resolution was carried asking that compulsory pilotage in and out of Cardiff should be restored and extended to Nash Point. Another resolution called upon members to join the death fund, and decided that upon the death of a member threepence levy should be made for his dependents. On the motion of Mr. Gore, Liverpool, the conference affirmed the principle of pilotage service being necessarily a limited one, and where necessary the number should be reduced.

Captain Cawley was re-elected president, and London was fixed as the next meeting place.

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ciation Reporter*, published monthly.

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Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, OCTOBER 13th, 1888.

"We are extremely glad to see that
the sailors of Great Britain have, like
us, an organ to represent and advo-
cate their interests. We have received
the first six numbers of SEAFARING, and
think it a delightful and interesting little
journal, and a worthy champion of
the sailors' cause." So says the Pacific
Coast Seamen's Union, which has just
passed the following resolutions:—

"Whereas, the Amalgamated Seamen's
Union of Great Britain and Ireland has
extended an invitation to the Coast
Seamen's Union of the Pacific Coast,
requesting us to elect delegates to repre-
sent our body at the International Con-
ference of Seamen to be held in England
in October; and whereas, it is im-
possible for us to comply with the
request of our brethren across the water
owing to the short notice which we
received. Be it, therefore, resolved that
we send our hearty congratulations to all
delegates and constituents of the Con-
vention, and in particular to the Amal-
gamated Seamen's and Firemen's Union of
Great Britain and Ireland. That we feel
confident that endless good cannot fail to
accrue for the seafaring class as a whole
from this inaugurative step. That a vote
of thanks and appreciation be tendered
the Sunderland Branch of the British
Seamen's Union for their kind invitation
to our Union, and copies of these resolu-
tions be forwarded to the Sunderland
Branch, and to SEAFARING, the organ
of British seamen."

This is pleasant reading for seafaring
folks and their friends, who, recognising
that union is strength, would like to see
working harmoniously together all organi-
sations which have for their object the
welfare of the seafaring class.

Unfortunately, there is another side to
this picture. At the very time when from
across the great American continent and
the broad Atlantic the Pacific Coast
seamen are extending the right hand of
fellowship to their British brethren,
British seamen at home are exhibiting to
the world the deplorable and unseemly
spectacle of inability to agree over the
selection of able seamen to serve as their
representatives on the Consultative Com-
mittee on Life Saving Appliances Act.
Seven British seamen's societies have
been entrusted with the selection, but
jealousy is said to prevent the selection
being made. As only three delegates can
be admitted to serve on committee, it is
obvious that the seven societies cannot
each send a man. To claim that each
shall send a delegate is therefore to claim
what will not be granted. For each
society to assert its own importance and
to insist on having its own special
delegate is more than idle. The present
is not the time for each society to argue
that it has a better right to recognition
and representation than others. The
society that best promotes the seamen's
interests will, in the long run, be
acknowledged as the most important,
powerful and truly representative. If
any society shows that it thinks more of
exalting its own functionaries than of
serving the seamen's interests, that society
must lose the confidence of the seaman and
his friends. If this consideration be borne
in mind much trouble may be saved.

NAUTICAL NEWS.

THE barquentine *Spark*, 197 tons register,
has been sold for £1,150.

THE Channel Squadron will arrive in the
Mersey on Saturday, the 27th inst.

THE cost of the proposed fishery harbour for
Auchmithie will be about £4,000.

THE *Blue Bonnet* steam tug has been sold
to Mr. Gilmour, pilot, Burntisland, for £117.

THE screw tug *Bismark* has been sold to
the Liverpool Screw Towing Company for
£1,500.

A DENSE fog prevailed on the Tyne last
Monday morning, stopping navigation for
some hours.

EFFORTS are being made to get steamers to
run direct from Port Elizabeth to New York
with wool.

CAPTAINS of vessels arriving at Dundee
recently report having encountered exceedingly
stormy weather.

THE arrivals and sailings are beginning to
lessen with the approach of winter at the
Hartlepool.

THE Norddeutsche Lloyd has decided to
build a new steamer for the river service on
the Lower Weser.

THE barque *Manitoba*, 729 tons register, has
been sold to Messrs. J. Atherton and Co.,
Liverpool, for £1,800.

THE United States Lighthouse Board has
agreed to light the Gedney ship channel in
New York Bay with electricity.

THE Dutch steamship company *Nederland*,
which runs to Batavia, has decided to substi-
tute Genoa for Marseilles as a port of call.

THE ship *Goldenhorn*, presently discharging
jute at Dundee, has been chartered to load a
cargo of flooring at Montrose for the colonies.

THE traffic receipts of the Suez Canal on
Monday amounted to £160,000fr., against
100,000fr. on the corresponding day of last year.

ON October 10th the Sheffield Town Council approved of the scheme for a ship canal between Sheffield and the Humber.

THE steamer *Elmfield*, from Cape de Verdes at Galveston, was released from quarantine October 5th, and has been loading for Bremen.

THE news of the sudden death of Captain Glandall, of the White Star liner *Celtic*, on board his ship, has caused much regret in Liverpool.

THE new British steamship *Ohio*, belonging to the Neptune Steam Navigation Company's line, has arrived at Baltimore on her first trip from Sunderland.

A SEAMAN named Hill, belonging to Liverpool, while on board the barque *Margaret Mitchell*, at Troon, fell between the vessel and the quay and was drowned.

A NEW branch dock, leading from the Spencer Basin at Belfast, is to be built. This will provide accommodation for the largest vessels, and will cost £60,000.

MANY vessels were launched from north-east coast shipbuilding yards during last week. In nearly every case there are orders in hand to fill the vacant berths.

IT is reported that Captain Youngusband, R.N., has said:—"English sailors did not fire their guns as foreigners did, but worked them hard, and were not afraid of them."

A LARGE steamer built of German steel has just been launched by the Flemsburg Shipbuilding Company. She has been built for the German Steamship Association of Hamburg.

TWELVE British shipwrecks and 15 foreign shipwrecks were reported last week. Three were sunk by collision, the total collision cases numbering 27, of which 18 took place off the British Isles.

THE Northern Lighthouses steamer *Pharos* recently sailed for the Moray Firth and the Orkneys, for the purpose of carrying out the bi-yearly work of lifting buoys and laying down duplicates.

LAST month 101 British and 134 foreign steamers sailed from Blyth harbour. The total shipment of coal was 117,542 tons, compared with 83,661 tons in the corresponding month of last year.

A NEW surveying vessel will shortly be added to the Royal Navy in place of the *Pioneer*, which was condemned some time ago. She is to be named the *Research*, and will have a displacement of 520 tons.

MESSRS. GOURLAY BROTHERS AND CO., Dundee, have received an order from Liverpool to build a cargo steamer of nearly 6,000 tons deadweight. This will be the largest carrying steamer ever built in Dundee.

ACCORDING to intelligence from Havana, dated September 22nd, the lighthouse that was situated at the entrance of the Caibarien Harbour, Key Frances, was completely destroyed by the hurricane on the 4th ult.

OUR Liverpool correspondent writes:—Comparatively few vessels signed this week. In one instance an attempt was made to obtain an advance in the wages to the East Indies, but it failed, a crew being obtained at the old rates.

THE barque *Beltraces*, Captain Service, owned by Messrs. Thorburn and Tessier, St. John's, Newfoundland, which left Greenock on 18th ult., arrived at St. John's, Newfoundland, having made the passage in 14 days.

By the capsizing of a boat off Colwyn Bay, North Wales, five men, including the chief engineer of the steamer *Tolfuen*, of Carnarvon, have been drowned. A gale was blowing at the time from the north, with frequent hail showers.

AT the meeting of the Swansea Harbour Trust it was reported that the shipping rates for the month showed an increase of 15½ per cent., and that the surplus for the quarter was £1,300 more than in the corresponding three months of last year.

STEAMER *Hammonia*, from New York, at Hamburg, reports that on the 1st inst. she passed, 12 miles west of Terschelling Lightship, a schooner, apparently English, which capsized and sank, having been abandoned and her boats gone.

MESSRS. DAVID J. DUNLOP AND CO., shipbuilders and engineers, Inch Works, Port Glasgow, have contracted to build and engine a steel screw-steamer of 900 tons gross register for the Bristol Steamship Company's passenger trade between Bristol and Glasgow.

THE smack *Ruth* has arrived in Yarmouth Harbour, having lost three of her crew—the owner's son and two of the hands. They were washed overboard during a gale and

drowned. The *Shade of Evening*, smack, has also arrived with the loss of one hand—the owner's son.

THE steamship *Kistna* arrived at Zanzibar on Saturday with Mr. George S. Mackenzie and party on board, representing the British East African Company. They have been cordially received at Mombasa by the Luvati natives.

AN Irish gentleman, accompanied by a Spanish gentleman from Buenos Ayres, has inspected the barque *Corona* and the whaling vessel *Jan Maren*, at Dundee, with the view, we believe, of entering into negotiations with the owners for the purchase of one of these vessels.

THE Dutch shipbuilding yards are said to be very busy just now, and largely with the construction of iron vessels for the Rhine and coasting trade on German account. The reason seems that whereas in the German yards only German iron is used, the Dutch builders are using Belgian iron.

CAPTAIN ALBERS, of the Hamburg-American Company's steamship *Wieland*, has been made a Chevalier of the Dannebrog by the King of Denmark, for saving the lives of the passengers and crew of the *Thingvalla*, which foundered recently, after collision with the steamship *Geiser*, near New York.

THE Commander-in-Chief and the Secretary for War have under consideration proposals for increasing the number of volunteer submarine miners in Scotland, with especial reference to the defence of the Firth of Forth, where the Earl of Hopetoun is at the head of the corps already formed.

AT Cardiff, John Kaakeen, a Russian Finn, described as a runner to a Cardiff boarding-house, has been charged in custody with aiding and abetting two foreign seamen, named Frans Orman and Thorbjorn Olsen, to desert the Norwegian barque *Lloyd*, lying in the Old Dock. Prisoner was fined 40s.

TELEGRAPHIC communication has been opened between Stornoway and the fishing ports of Portnagurion, Gress, and the port of Ness, in the Isle of Lewis, distant 13 miles, nine, and 27 miles respectively from Stornoway. The ports of Ness and Portnagurion will suit admirably as signalling points.

A REPORT, dated Auckland, N.Z., August 18th, says: Now that the ship *Pleione* has been successfully floated, efforts are being made to have the barque *Weathersfield*, which lies high and dry on the same beach, got off and repaired. It is anticipated that the work will not be one of any great difficulty.

IN consequence of the additional orders for shipbuilding, the price of steel plates in Scotland has risen £2 per ton—over 35 per cent.—in about three months, and the increase in the cost of the steamships which that represents will seriously affect the dividends that may be paid by the steamers to be built of the dearer plates.

THE Capetown Harbour Board have held a special meeting, at which the dock agents had an interview with the Commissioners on the subject of the rates charged for the landing, shipping, and delivery of goods. The Board have resolved to agree to the dock agents reverting to their former scale of charges as the maximum.

AT Leith, two seamen, named William Messer and Francis Foreman, employed on board the steamer *Mascotte*, from Rotterdam, have been charged with smuggling 17lb. 4oz. of tobacco, which was found by the Customs officers concealed in one of the water tanks of the vessel. Foreman was fined £3 7s. 6d. and Messer £2 5s. 6d., including costs, with the option of 14 days' imprisonment each.

DURING the search of the passengers who disembarked at Queenstown from the Cunard steamer *Gallia* from New York the other day, a revolver of the newest type, with the six chambers fully loaded, was discovered concealed on the person of a young Irishman, and no less than 48 rounds of cartridges were found hidden on a young woman in his company.

THE brigantine *Svara*, Captain Jonsen, arrived at Port Glasgow on Saturday morning with a cargo of tar from Archangel, and reports having experienced severe weather on the passage. At midnight on the 1st instant a heavy storm burst over them, and carried away 14 barrels of tar, part of her deck cargo, and part of the bulwarks was also knocked in.

THIRTY vessels, bringing 40,620 tons of Spanish iron ore, arrived in the Clyde during the month of September. This is 17,279 tons of ore more than was received in September last year.

Over the three quarters there were 250 vessels, with 325,775 tons of ore, arrived—an increase of 9,453 tons over the import during the same period last year, and 100,976 tons over that of 1886.

As illustrating the improved state of the freight market the Dundee barque *Lorna Doone*, which has been laid up at Dundee since July, sailed on Saturday for Cardiff to load for Mauritius, and the large Dundee barque *Corona*, which in her early days was one of the finest and smartest passenger clippers afloat, is now in the hands of the carpenters preparing her for sea.

AT Cardiff an action has been tried in which the owners of the steamship *Senator* sued Messrs. Elliott and Jeffrey, of Cardiff, as owners of the steamship *Thomas Collingdon*, of Cardiff, for the sum of £200, damages alleged to have been sustained by the former vessel, through collision with defendants' tug in the River Avon on the night of August 5th. Judgment for plaintiff.

AT a court of inquiry at Akyab into the circumstances connected with the wreck of the British barque *Meera Hossain*, near the entrance to Akyab harbour, on April 15th, 1888, the court, having considered the evidence, was of opinion that the loss of the vessel was due to the incompetency of the master, and also of the mate. Severe censure was deemed sufficient in each case.

AT a general meeting of the Scottish Shipmasters' Association (Limited), held at the office, 7, York-street, Glasgow, on October 9th, Captain John Lees, Glasgow, was elected to represent the association on the new Consultative Committee created by the Merchant Shipping (Life-Saving Appliances) Act, 1838, to prepare and advise on the rules to be made in regard to carrying life-saving appliances in ships.

NEWS received at Plymouth gives particulars of a terrible encounter on board the Liverpool ship *Balmoral*, near the Cape. A seaman, named Biggar, was ordered to wash down the decks. He refused, and on being remonstrated with by Mr. James Russell, the chief mate, he stabbed him three or four times in the jugular vein, causing his death in 20 minutes. Mr. Russell was a native of Bangor, and leaves a wife and four children.

ON Saturday morning a man, while suffering, it is said, from an attack of *delirium tremens*, threw himself into the sea from the deck of the steamer *Ionic*, bound for New Zealand, while the vessel was lying in Plymouth Sound. Mr. E. R. M'Kinstry, R.N.R., the second officer of the *Ionic*, immediately jumped into the water after him, and, in spite of the man's resistance, succeeded in saving his life. Mr. M'Kinstry was loudly cheered for his gallant act.

FREDERICK ROHWEDEN, late a seaman in the British steamship *Linda*, of London, has been presented at Newcastle with a very handsome silver medal bearing a suitable inscription, which has been awarded to Rohweden by the Norwegian Government for having, with others of the *Linda*, assisted in rescuing the whole of the crew of the Norwegian barque *Telemach* in October, 1887, in the North Atlantic Ocean, during a severe gale.

IN consequence of the success of the secret arrangements made before the recent experimental naval mobilisation, the Admiralty have decided to make the same plans permanent. Lists of all blue jackets and stokers available will be kept by the naval officers in charge of the reserves at the various home naval ports, and the men will be drilled in rapid embarkation, so that if the order to mobilise should be given they would, whether by night or day, be able to drop at once into their places.

AT the Cardiff police-court on October 9th, Henry Smith, able seaman, was charged with assaulting Philip Collins, a Board of Trade officer. Complainant stated that he was on duty on a vessel when he heard a disturbance between the prisoner and the quartermaster, the former refusing to proceed with the vessel. The captain requested him to have the man kept on board, and he was proceeding to do so, when the prisoner took off his coat, and struck him in the eye. A fine of £3 and costs, or one month's imprisonment, was imposed.

IT is reported from Amsterdam that the Netherlands-American Steamship Company, which has its offices in that port and also in Rotterdam, and has hitherto restricted itself to a weekly service between Amsterdam, Rotterdam, and New York, has now decided to establish a monthly line of steamers to the

River Plate. Two of the vessels of the Red Star Company of Antwerp, of about 3,700 tons each, have been bought for the purpose, and the service will be inaugurated on December 5th.

ACCORDING to recent advices from the Canary Islands, it seems that nothing further has been done towards either raising the *Sud America*, sunk by collision with the French steamer *La France*, nor yet to recover the bodies of those who were drowned in their sleeping berths. It was said that a salvage steamer was expected out soon, and meantime the authorities had issued orders against any diver going down to the vessel. It was thought that about 50 corpses were still in the steamer.

DURING last week the fisheries in West Cornwall were rather quiet, the weather being somewhat unfavourable to fishing operations. A few boats landed moderate catches of mackerel, which realised high prices, from 32s. per six score downwards, but the pilchard boats, on an average, had light fishing. A further shipment of cured pilchards for Mediterranean ports was despatched from Penzance on Sunday per steamer *Rozana*. No catches were made by the pilchard seines, but shoals of fish were observed along the coast at the latter part of the week.

AN interesting ceremony took place at the Dockmaster's Office, Penarth, on Saturday afternoon, the occasion being the presentation of a testimonial to Captain Richard Davies, deputy dockmaster, as a mark of respect and esteem, by the officials and men of the dockmaster's staff, on his leaving to take over the duties of dockmaster at Barry. The testimonial took the form of a beautifully illuminated album, on the first page of which was the following inscription:—"Presented to Captain Richard Davies by the dockmaster, officials, and men of Penarth Dock, September, 1888." The names of the subscribers followed. Captain W. M. Pengelly, dockmaster, presented the album.

NOTICE is given to the officers, seamen, and marines, and to all persons interested therein, that the distribution of the amount awarded for the salvage of the cargo of the steamship *Ulysses*, between August 19th and September 6th, 1887, by her Majesty's ship *Falcon*, will commence on Tuesday, the 16th inst., in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, Spring-gardens, London, S.W. The following are the shares due to an individual in the several classes:—Commander, £88 15s. 5d.; third class, £36 3s.; fourth class, £30 19s. 8d.; fifth class, £20 13s. 2d.; sixth class, £12 7s. 11d.; seventh class, £10 6s. 7d.; eighth class, £7 4s. 7d.; ninth class, £4 2s. 6d.; tenth class, £2 1s. 3d.; eleventh class, £1 0s. 7d.

AT Thames Police-court, London, on Saturday, before Mr. Lushington, Henry Speight and George Slack, of Shadwell, were summoned for wilful damage to a boat belonging to John Tarryer, by running into it. They were both further summoned for wilfully obstructing and impeding John Tarryer, who was engaged in a boat race at the Wapping Regatta, thereby endangering his safety, and in contravention of bye-laws for regulating boat races on the Thames. Mr. Lushington was of opinion that neither summons could be sustained against Speight, and these were withdrawn. With regard to Slack, the charge of wilful damage must fail. He, however, believed that the race was impeded. For this defendant was fined 40s. and 2s. costs.

AT Ramsgate, Charles Edward Cribbens, master of the Ramsgate smack *Champion*, has been charged with having unlawfully cut the nets of the smack *Mercurius*, of Ostend. It was stated for the prosecution that the *Champion* and the *Mercurius* were sailing in the North Sea, with their trawls down, when the former ran into the latter, which received damage. The trawls became foul, and the English captain, without informing the master of the *Mercurius*, cut the bridles of her trawl, causing great damage. The defence was that the cutting was necessary. The defendant was fined 40s., with 17s. costs, and the Bench suggested that civil proceedings should follow.

A REPORT from Adelaide dated September 3rd, says: "Of late several shipmasters have had great difficulty in obtaining men, even at a high rate of wages. Great loss of time had occurred in consequence. It is asserted that the men shipped in London for the round trip have no intention of making it, and immediately they get in port they are taken in handy by the crimps and kept stowed away till the ship sails, and then

seek berths elsewhere at £7 and £8 per month. The consequence is there is always a scarcity of men, and wages are kept up. Some captains have expressed their determination to make their discharges at this end in future, shipping fresh crews when ready to sail, and it is believed that this practice, were it to become general, would be very beneficial."

THE annual cruise at sea of the London Brigade Royal Naval Artillery Volunteers, under Admiralty rules, has been brought to a close. During the cruise the annual competitive prize firing with the 64-pounder, firing 32-pounder round shot, was held at targets moored from the gunboat at distances of 900 yards to 1,500 yards. Eight rounds were fired, and the results were as follow:—No. 3 Battery, 80 points, 6m. 45s. (winners of the Ashley Challenge Prize); No. 2 Battery, 75 points, 6m. 34s.; No. 4 Battery, 67 points, 8m. 3s.; and Brighton Battery, 62½ points, 7m. 47s. In the heavy-gun firing at sea, two rounds, the best shots in each battery were:—No. 1, C. Barningham, 20; No. 2, D. W. Marsden, 20; No. 3, S. R. Dudley and R. C. Dobree, 20 each; No. 4, D. H. Newson and E. K. Garrod, 20 each; No. 5, V. Stephens, 20; Brighton, A. Puttick, 19; Hastings, C. H. Skinner, 20; and Yarmouth, F. Burrell, 20.

THE National Amalgamated Union of Seamen and Firemen met on Monday night at Sunderland. Correspondence was read from the Local Government Board and from several sailors' societies on the composition of the Consultative Committee, which is proposed to be appointed to administer the provisions of the Life-Saving Appliances Bill. The secretary reported the receipt from the Coast Seamen's Union, California, of a letter on the subject of an amalgamation of the American with the British Seamen's Union. They reported that they might not be in a position to send a delegate to the conference which is to be held at Sunderland during the present month. However, they hoped that arrangements would be made for another conference early next year, at which delegates from California would be present, with a view, if possible, to some scheme of amalgamation being mutually agreed upon. The subject is now under consideration.

THE new Royal Mail steamer *Atrato*, which has been built under the supervision of Mr. Bowers, the company's superintending engineer, has just been launched at Govan. The *Atrato* is the largest vessel built for the Royal Mail Steam Packet Company and the first of two steamships which Messrs. R. Napier and Sons, of Govan, Glasgow, are building for the Brazil and River Plate Mail service from Southampton. She is fitted with triple expansion engines capable of indicating about 6,000 horse power, steam being supplied by eight single-ended boilers for a working pressure of 150lb. per square inch, to attain with every possible economy a high rate of speed. Her gross tonnage is 5,350 tons. She is constructed of steel supplied by Messrs. Colville and Dalzell. She carries electric light, and refrigerating chambers for 10,000 cubic feet are fitted on board. She is fitted up with the latest improvements and in a manner calculated to give passengers travelling between Southampton and South America the greatest comfort.

CHARGES of misconduct on the part of certain Board of Trade employes have formed the subject of official inquiries at Penarth and South Shields. Mr. Thomas Gray conducted the one at Penarth, the result of which has not been announced at the time we write. The Shields inquiry, was held in consequence of Mr. J. H. Wilson, of Sunderland, secretary of the Seamen's and Firemen's Union, alleging that the outdoor staff interfered in the selection of crews. He also complained of the closing of a waiting-room in connection with the Mercantile Marine Office. After several witnesses, including Mr. Wilson and Mr. Abbott and other seamen, had been heard, the Board decided that the yard in connection with the waiting-room should be covered in, and made comfortable for the men seeking employment. With reference to the charges against the outdoor staff of interference in the selection of crews, the Board did not consider they had been proved, and they would take care that the officers did their duty impartially. Captain Pitman, R.N., who represented the Board of Trade, added that it was quite recognised that the officials were not to interfere with the selection of the men. Of course they could take notes from the ships' officers, but they had no right to interfere in any way or manner.

SHIPS SPOKEN.

St. Mary's Bay, Rangoon for Rio Janeiro, August 24th, off the Cape.
City of Sparta, Rangoon for Channel, July 21st, off Achene Head, per Sierra Colonna, at St. Helena.
Hartfell, London for Adelaide, October 7th, 47 N 8 W;
HPRJ (?) (three-masted schooner), October 7th, 48 N 8 W—last two per Trinidad s, M'Kay, at Liverpool.
M. and E. Cox, Philadelphia for Bristol, October 3rd, 44 N 54 W, per Republic s, Davison, at Liverpool.
Glencoyne, London for Queensland, September 29th, 30 N 18 W;
Clement s, from Liverpool, steering south, September 29th, 30 N 17 W—last two per Braganza s, Hendy, at Liverpool.
Violet, of Charlotte Town (PEI), September 30th, 49 N 18 W, per Milanese s, at London.
Perry, Fleetwood for Bay Verte, September 17th, 44 N 54 W.
Ploughman (English three-mast schooner), steering south, August 14th, 9 N 25 W;
Trojednica (Austrian barque), steering south, August 14th, 9 N 25 W;
Lina, Fredrikstad for Natal, 40 days out;
HWGT (?) (Norwegian barque), Cardiff for Buenos Ayres, 29 days out—last four per Johanna Sophia, in the Weser.
Adolph Obbrig, Higo for New York, September 12th, 4 N 40 W;
Brodrone, Buenos Ayres for New York, September 13th, 7 N 41 W—last two per Procidia s, at New York.
Alexander Yeats (English ship), steering north, September 20th, 4 N 28 W, per Bahia s, at Lisbon.
Alice, Philadelphia for Rouen, September 16th, 43 N 44 W;
QDTE (German barque), September 16th, 43 N 45 W—last two per China, at New York.
Georg (German ship), steering west, September 24th, 49 N 6 W;
Fritz (ship), of Bremen, steering west, September 28th, 50 N 4 W—last two per Derby, at Antwerp.
Prospero and Davide (Italian barque), September 23rd, 12 N 25 W, per Olinda s, Kier, at Hamburg.
Chelmsford, steering east, August 10th, 37 S 66 E, per Ardencraig, at Calcutta.
Routenbeck (English barque), August 16th, 11 N 27 W;
HFVG (?) (Norwegian barque), Buenos Ayres for Cardiff, August 17th, 12 N 26 W;
HKSB (?) (Austrian barque), August 19th, 13 N, 27 W;
A. C. Lyon (American), beating eastward, September 9th, 48 N 19 W—last four per Erwin Rickmers, in the Weser.
Norden, Hamburg for Guayaquil, September 8th, 4 N 26 W;
RCTV (German barque), Hamburg for Callao, September 11th, 7 N 25 W;
Sunshine, Whitehaven for Rosario, September 12th, 9 N 26 W;
Carlisle Castle, London for Melbourne, September 14th, 12 N 27 W;
Matterhorn, Calcutta for Hull, September 17th, 20 N 32 W;
Gudrun, Manilla for Liverpool, September 19th, 24 N 34 W—last six per Doune Castle, at Falmouth.
Thorne, of Liverpool, bound south, August 29th, 5 S 27 W;
JQRH (?) (JQH, Clackmannanshire), South Shields for New Caledonia, September 6th, 11 N 26 W—last two per Hero, at Falmouth.
Willy Rickmers, of and from Bremerhaven, September 13th, 15 N 27 W, per Helene, at Falmouth.
Guillermina (German schooner), August 20th, 15 S 27 W, per Prosperino, at Genoa.
Coimbatore (English ship), August 26th, 9 N 26 W;
Loch Etive (English ship), bound SW, September 21st, 43 N 26 W—last two per Marie B. Kohrsch, at Reuen.
Glendaruel, from Hull, October 8th, 48 N 7 W;
Canova, Quebec for Plymouth, October 8th, 49 N 7 W—last two per Alfonso, Thomas, at Liverpool.
Ben Nevis, Rangoon for Rio Janeiro, August 28th, 20 S 64 E;
Moel Tryvan, Calcutta for United Kingdom, September 13th, off Cape l'Agulhas—last two per Sheila, at Table Bay.
Agostino Rombi, Cardiff for Singapore, July 17th, 2 N 24 E, per Isca, at Table Bay.
Scammell Brothers, New York for Japan, August 11th, on the Line 22 W, per Eskasoni, at Havre.
Francis Thorpe, Androssan for San Francisco, September 23rd, 12 N 26 W;
Agostino Merello, from Genoa, September 29th, 29 N 19 W;
Marie Kuyper, Newport for Martinique, September 29th, 29 N 19 W;
Sophie of Nicoline, September 29th, 29 N 19 W;
HJTH (?) (English ship, with painted ports), September 29th, 29 N 19 W;
Lassell's, Liverpool for Pernambuco, October 6th,

off the Smalls—last six per Ptolemy's, Ledward, at Liverpool.
 PKSW (?) (Italian barque), September 10th, 14 S 26 W;
 TDMB (Norwegian barque), September 10th, 14 S 26 W—last two per Calcutta, at Plymouth.
 Wavertree, Shields for Port Pirie, August 23, 9 N 26 W, with loss of upper mizentopsailyard, per Affezione, at Falmouth.
 Sagona, Miramichi for Belfast, October —, 15 miles SSE of Bardsey, per Lope de Vega's, at Liverpool.
 Heperus, London for Melbourne, August 25th, 18 N 28 W, per Eildenhope, at Liverpool.
 Lufra, London for Hobart Town, September 10th, 10 N 28 W;
 Sierra Cordova ship, steering south, September 10th, 10 N 28 W;
 Ranavola (barque), steering south, September 11th, 11 N 27 W;
 Paul Rickmers (German barque), from Rangoon, September 17th, 24 N 34 W—last four per Duke of Athole, at London.
 Oliver Emery, St. John for Belfast, October 2nd, 50 N 33 W, per Kansas's, at Liverpool.
 Beethoven, Rotterdam for New York, September 23rd, 44 N 58 W.
 Carlisle Castle, London for Melbourne, September 13th, 11 N, per Doune Castle, at Falmouth.
 Golden Gate, Liverpool for Valparaiso, September 13th, 8 N 26 W;
 Eleanor, Newport for Bahia Blanca, September 13th, 8 N 26 W;
 Aphrodite, Antwerp for Melbourne, September 13th, 8 N 26 W;
 Lanarkshire, Lyttelton for Channel, September 14th, 10 N 27 W;
 Matterhorn, Calcutta for Hull, September 18th, 20 N 33 W;
 Seatoiler, Chili for Cork, September 20th, 24 N 34 W—last six per County of Merioneth, at Queenstown.
 Veritas, Dublin for Newcastle (NB), September 20th, 49 N 37 W;
 Beatrice, Quebec for Buenos Ayres, September 23rd, 44 N 57 W—last two reported from New York.
 TNSH (British schooner), September 21st, 48 N 9 W;
 Georg (German ship), September 24th, 42 N 6 W;
 Fritz (ship), of Bremen, September 27th, 50 N 4 W—last three per Derby, at Amsterdam.
 Hilda, Bristol for Philadelphia, September 17th, 42 N 63 W.
 Ragnar, Rotterdam for New York, September 18th, 41 N 67 W;
 QDGF (German barque), bound west, September 15th, 45 N 43 W.
 Windsor Park, New York for Madras, August 27th, 30 N 47 W.
 Pass of Leny, Liverpool for San Francisco, July 24th, 57 S 65 W.
 Armenia (British barque), bound west, September 14th, 50 N 28 W, per Wieland's, at New York.
 Arab (British barque), bound west, September 18th, 46 N 51 W, per City of Berlin's, at New York.
 HQRJ (barque), bound west, September 18th, 49 N 34 W;
 Sir John Lawrence, Metis for Carthagena, September 20th, 44 N 54 W—last two per Etruria's, at New York.
 Ryevale (British barque), bound east, September 12th, 50 N 13 W, per Tower Hill's, at New York.
 Rondo, Cork for Montreal, September 17th, 46 N 51 W;
 RDJB (British barque), London for New York, September 19th, 43 N 59 W—last two per Amalfi's, at New York.
 Tetens, Montreal for Buenos Ayres, September 3rd, 8 S 35 W, per Pascal's, at New York.
 Annandale's, Pascagoula, via Norfolk, for Greenock, September 22nd, 42 N 63 W, per Egypt's, at New York.
 Endrick (British brig), bound west, September 18th, 51 N 35 W, per Devonia's, at New York.
 JWMB (three-masted schooner), bound east, September 15th, 42 N 65 W, per Prima Donna, at New York.
 McDougall, Hamburg for New York, September 18th, 50 N 16 W;
 Iodine, Ivigtut for Philadelphia, September 23rd, 42 N 63 W—last two per Elbe's, at New York.
 Tanjore (barque), bound south, September 14th, 32 N 34 W, per Pembroke Castle, at Swansea.
 Sylphide, Charleston for Rotterdam, September 29th, 50 N 11 W, per Helene, at Falmouth.
 Chislehurst, of Swansea, bound south, October 2nd, 49 N 9 W, per Arcturus, at Falmouth.
 Polare Pensacola, for Monte Video, September 20th, 15 N 25 W;
 Johannes (barque), of Bremen, October 2nd, 50 N 1 W—last two per Lissabon's, Holm, as Bremerhaven.
 Ophir, London for Rosario, September 16th, 41 N 18 W, per Ariete, at Lisbon.
 Golconda (English), September 27th, 30 N 20 W, per Ville de Rosario's, at Havre.
 Isle of France, bound south, September 21st, 18 N 31 W, per Galileo's, at Southampton.
 Helena, Philadelphia for Hamburg, October 16th 50 N 3 W.

Mindoro, Monte Video for Cardiff, September 25th, 52 N 13 W.
 Waitangi (ship) of Lyttelton (NZ), steering south, September 26th, 39 N 12 W, per Erna Woermann's, Busch, at Hamburg.
 Lady Wolseley (English barque), steering south, September 14th, 31 N 17 W;
 Waimea (English barque), September 15th, 29 N 18 W—last two per Desterro's, Dreyer, at St. Vincent.
 Wanlock, of London, September 15th, off the Island of Ascension, per HMS Tamar, at Plymouth.
 Haavund, Cardiff for Buenos Ayres, September 25th, 31 N 18 W, per Wexford's, at London.
 Reward, Glasgow for Rio Grande, September 30th, 51 N 7 W, per Fomalhaut, at Swansea.
 PHQK (?) (Norwegian barque), steering west, October 2nd, 55 N 4 E, per Christian's, at London.
 HNPk (barque), bound west, July 21st, 56 S 64 W;
 Edward May (American barque), bound south, August 29th, 9 N 28 W—last two per Beechwood, at Falmouth.
 Rajore (English), bound south, August 13th, 1 N 23 W;
 Eskasoni, Malabar Coast for Havre, September 4th, 38 N 39 W—last two per Capella, at Falmouth.
 WVFD (English ship), London for Melbourne, August 11th, 9 N 27 W;
 Eildenhope, Rangoon for Liverpool, September 21st, 47 N 20 W;
 HKLW (Norwegian barque), Charleston for Rotterdam, September 29th, 50 N 11 W—last three per Helene, at Falmouth.
 NFMD (?) Batavia for Amsterdam, September 24th, 19 N 30 W;
 Clara, Cardiff for St. Lucia, September 25th, 34 N 25 W;
 Merioneth, Cardiff for Bombay, September 27th, 30 N 20 W;
 Lord Reidhaven, Cadiz for Rio Grande, September 34 N 15 W—last four per Lanfranc's, at Liverpool.
 Beaconsfield, New York for Antwerp, October 2nd, 49 N 7 W, per Monkshaven's, at Cardiff.
 Ephratah, October 2nd, 49 N 7 W, per Vito's, Trinick, at Liverpool.
 Falls of Halladale, Calcutta for New York, July 12, 4 N 28 W;
 Valparaiso, West Coast for Channel, September 21st, 10 N 27 W;
 Jessie Readman, Liverpool for Wellington, September 26th 33 N 14 W—last three per Galicia's, at Liverpool.
 Ephialtes, Sundswall for Port Pirie, September 30th, 48 N 7 W;
 Letitia, of Norway, October 1st—last two per Thebes's, Duffy, at Liverpool.
 Ravola (ship), steering west, September 25th, 50 N 14 W, per Oamaru, at London.
 Emilie, Yuliuken Bay for Falmouth, August 7th, 5 S 16 W;
 Wavertree, of Liverpool, steering south, August 21st, 13 N 27 W;
 Frances, of Arundal, Jamaica for Goole, September 17th, 42 N 22 W—last three per Tynron, at Liverpool.
 Ane Johanne, Mozambique for Hamburg, August 4th, 10 S, 12 W, per Emilie, at Falmouth.
 Orealla, of Liverpool, steering west, September 30th, 50 N 9 W;
 KQJF (English barque), from Cardiff, September 30th, 50 N 9 W—last two per Speculant, at Falmouth.
 Britannia, of Liverpool, steering east, October 1st, 49 N, 14 W, per Colorado's, at Portland.
 Altmere, Calcutta for London, September 18th, 37 N 36 W, per Rokeby Hall, at Falmouth.
 QGLN, Burmah for Falmouth, July 25th, 21 S 1 E;
 Scottish Isles, Akyab for Liverpool, August 26th, 26 N 35 W—last two per Peri, at Falmouth.
 JKLC (Norwegian barque), steering south, August 3rd, 9 S 24 W;
 Brinkburn Priory, Swansea for Buenos Ayres, August 14th, 9 N 26 W—last two per Kinlune, at Crookhaven.
 Cassandra, of Liverpool, October 1st, 53 N 2 E, per Svend's, at Grangemouth.
 St. Mary, of New York, for Bordeaux, September 24th, 42 N 15 W, per Jane Fairlie, at Falmouth.
 Johannes, of Bremen, September 29th, off Terschelling, per Anna, Menkens, in the Elbe.
 Craighurn (?), August 25th, 11 N 27 W, per Rokeby Hall, at Falmouth.
 Ugglan, Grefle for Melbourne, August 15th, 8 N 28 W, per Sea Queen, at Falmouth.
 Bianca (Italian barque), bound south, August 10th, 7 S 30 W;
 Hermann (ship), bound west, October 1st, 50 N 7 W—last two per Kenilworth, at Falmouth.

THE Greek Government has received from Constantinople the assurance that the difficulty which arose on account of the seizure of Greek vessels engaged in the sponge fishery in the Archipelago will shortly be arranged, and full satisfaction given to the Greeks.

HOMEWARD BOUND SHIPS.

A
 Aconagua, left Callao May 18 for Liverpool
 left Huanacho June 10
 Atalanta, left Saigon July 19 for Liverpool
 Annie Torrey, clrd at Pensacola Aug 3 for Hartlepool
 Anyone, left San Francisco Aug 20 for Queenstown
 Argus, left Port Germein June 1 for Queenstown
 Amphitrite, left Penang July 23 for London
 Avon, left Calcutta July 7 for Falmouth
 Annie Park, left Rio Grande July 27 for Falmouth
 Arequpa, left Iquique July 17 for Falmouth
 Allerton, left Calcutta Aug 15 for London
 Astrea's, left Bombay Aug 22 for Liverpool
 passed Gibraltar Sept 27
 Arabia's, left Bombay Oct 3 for Liverpool
 Ashlow, left St John, NB, Sept 24 for Liverpool
 Anaurus, clrd at Calcutta Oct 9 for London
 Alice M Claridge, clrd at New York Sept 28 for London
 Aboukir Bay, left San Francisco July 25 for Queenstown
 Avonmore, left St John, N B, Sept 17 for Liverpool
 Augusta, left Perth Amboy Sept 14 for London
 Abbey Holme, left Lyttelton Aug 17 for London
 Albura, left San Francisco Sept 24 for Queenstown
 Albergo, clrd at Rangoon April 9 for Channel
 Anglesey, clrd at San Francisco Sept 8 for Queenstown
 Alexandra, left San Francisco Sept 11 for Queenstown
 Auguste, left Bangkok July 7 for Falmouth
 passed Anjer Aug 10
 Anne Duncan, left Laguna about July 10 for Falmouth
 spoken Aug 26, 28 N, 80 W
 Armenia, left Batavia June 6 for Falmouth
 passed St. Helena Aug 19
 Arthur, left St. Helena Aug 11 for Dundee
 Aigburth, left Astoria May 15 for Cork
 Antonin, left Iquique July 27 for Falmouth
 Anna Dorothea, left Quebec Oct 1 for England
 Ayrshire, left San Francisco Sept 29 for U Kingdom
 Adele C, clrd at Rangoon July 30 for Channel
 Acapulco, left Iquique Sept 10 for Channel
 Amara, left Melbourne Aug 3 for Channel
 Arctic, left Buenos Ayres Aug 16 for Berwick
 Afghanistan, left Calcutta Aug 8 for Hull
 Amaranth, left Montreal Sept 13 for Greenock
 Agathe, left Quebec Sept 15 for Glasgow
 Alcious, clrd at San Francisco Sept 29 for Channel
 Alert, left Buenos Ayres Aug 22 for Cardiff
 Aino, left Buenos Ayres August 3 for Cardiff
 Auriga, left Rio Janeiro Aug 8 for Swansea
 Armadale, left Melbourne Sept 14 for Channel
 Anna, clrd at Maracaibo Aug 11 for Cardiff
 Annie Goudy, left Table Bay Aug 22 for U Kingdom
 Arnguda, left San Francisco Sept 21 for U Kingdom
 Aerona, clrd at St John NB, Sept 8 for Bristol
 Albatross, left Belize Aug 21 for Goole
 Amarapooma's, left Rangoon Oct 1 for U Kingdom
 Alida, clrd at Pensacola Sept 22 for Suttonbridge

B
 Borrowdale, left Portland, O, Aug 16 for Liverpool
 Bengal, clrd at Calcutta Aug 18 for Liverpool
 Bianca, left Calcutta Aug 4 for Liverpool
 Bothwell, left San Francisco June 4 for Liverpool
 British General, left San Francisco July 26 for Liverpool
 Ben Lawers, left Iquique July 3 for Falmouth
 Ballochmyle's, left Calcutta July 21 for London
 British Isles, left Calcutta Aug 15 for London
 Bacchus, left San Francisco June 8 for Liverpool
 spoken Aug 6, 53 S, 105 W
 Branksome Hall's, left Kurrachee Sept 13 for Liverpool
 left Marselles Oct 5
 Bede's, left Montevideo Sept 23 for Liverpool
 passed St Vincent, CV, Oct 9
 Bavarian's, left Boston Oct 3 for Liverpool
 Baghdad's, left Bussorah — for London
 left Port Said Oct 4
 Borderer's, left Boston Oct 6 for London
 Bengloe's, left Yokohama July 24 for London
 left Malta Oct 2
 Blairhoyle, left Iquique — for Channel
 Bellaport, left Pisagua Aug 4 for Channel
 British Duke, left Calcutta Sept 2 for London
 Bengal's, left Calcutta Sept 27 for London
 left Colombo Oct 2
 British Ambassador, left San Francisco Aug 10 for Queenstown
 Baldur, left Iquique July 18 for Falmouth
 Burgemeester Schorer, clrd at Banjoewangie April 16 for Channel
 at Algoa Bay Aug 31
 Bolivia, clrd at Rangoon May 22 for Channel
 Bessel, left Minlacore, SA June 1 for Channel
 Bencieuch, left Rangoon, July 10 for Channel
 Beech Holm, left Port Pirie June 15 for Channel
 Bengollyun, clrd at San Francisco Aug 22 for Q'town
 Bayley's, left Lyttelton Aug 25 for London
 left Bluff Harbour Sept 5
 Bass Rock, left Lyttelton Sept — for London
 Balceutha, left San Francisco, Sept 12 for U Kingdom
 Brage, clrd at Chatham, NB, Aug 28 for Dublin
 Braemar, left Astoria Aug 4 for Malpas
 Belle Wooster, clrd at New York Sept 1 for Plymouth
 Berkeley Castle, left Quebec Sept 11 for U Kingdom
 Badsworth's, left Bangkok Sept 29 for U Kingdom
 left Singapore Sept 25
 Belle Star, clrd at St John, NB, Sept 15 for Wicklow
 Blue Jacket's, left Port Royal Sept 22 for U Kingdom
 Bellmore, left Charleston Sept 23 for U Kingdom
 Baltic, left Halifax, NS, Sept 11 for Irvine

C
 City of Quebec, left Narrakal June 30 for London
 Crown of Denmark, left San Francisco July 18 for Liverpool
 Columbia, left Calcutta July 14 for Liverpool
 Capella, clrd at Rangoon April 18 for Channel
 passed Ascension Aug 7 for Channel
 Cambria, left Moulmein April 21 for Channel
 at Mauritius Aug 31
 City of Madrid, left Iquique August 4 for U Kingdom
 Corolla, left San Francisco June 28 for Liverpool
 City of Carthage's, left Bombay Sept 20 for Liverpool
 left Malta Oct 8
 Cotopaxi's, left Lota Sept 22 for Liverpool
 left Monte Video Oct 1 for Liverpool
 Celtic's, left New York Oct 3 for Liverpool
 City of Rome's, left New York Oct 3 for Liverpool
 City of Chester's, left New York Oct 6 for Liverpool
 Calabar's, left W C Africa — for Liverpool
 passed Sierra Leone Oct 8
 Carmarthenshire's, left Higo Sept 2 for London
 left Suez Oct 9

Cataluna s, left Havana Sept 25 for Liverpool
 Costa Rican s, left New Orleans Sept 29 for Liverpool
 Carib s, left Jamaica Sept 19 for London
 Columbia, left Portland, O., — for Queenstown
 at Astoria Aug 6
 Cacciatores II, left Zarate July 30 for Falmouth
 Cerastes, left Corinto July 15 for Channel
 Cedar, left Corinto July 16 for Channel
 Carmelo, left Iquique June 10 for Falmouth
 City of Venice s, left Calcutta Sept 12 for London
 left Port Said Oct 3
 Clan Alpine s, left Madras Sept 12 for London
 left Port Said Oct 6
 City of Edinburgh s, left Calcutta Sept 13 for London
 left Malta Oct 5
 Clan Macgregor s, left Calcutta Sept 18 for London
 left Suez Oct 9
 Cathay s, left Shanghai — for London
 left Port Said Oct 10
 City of Oxford s, left Calcutta Sept 27 for London
 left Galle Oct 1
 Carthage s, left King George's Sound Sept 28 for London
 left Colombo Oct 9
 Clan Lamont s, left Madras Sept 29 for London
 left Colombo Oct 4
 Chyebassa s, left Brisbane Sept 27 for London
 Cashmore, clrd at Philadelphia Sept 17 for London
 Conductor, clrd at Philadelphia Sept 15 for London
 Clan Drummond s, left Calcutta Oct 2 for London
 Crown of England, clrd San Francisco Sept 18 for Queenstown
 Cirassia, left Rosario Aug 9 for Falmouth
 Cadwgan, left Pisagua July 30 for Channel
 Carl Friedrich, left San Francisco Sept 16 for Channel
 Cochrina, left Pisagua July 8 for Channel
 Citadel, left Bangkok prev to Aug 2 for Channel
 Chasca, left Corinto July 20 for Queenstown
 Chinsura, left San Francisco Aug 28 for Queenstown
 Clynder, left Astoria May 22 for Falmouth
 Chusan s, left Sydney — for London
 left Aden Oct 3
 City of Cambridge, left Calcutta Oct 6 for London
 Cardiganshire s, left Singapore Oct 10 for London
 County of Roxburgh, left Calcutta Sept 16 for Dundee
 Cirassia s, left New York Oct 6 for Glasgow
 Canopus, left Corinto Sept — for Channel
 Cape City, left Sourabaya June 22 for Channel
 Cambrian Chieftain, left San Francisco Sept 18 for U Kingdom
 Cape Verde, left Wallaroo Sept 7 for Channel
 Charles Purves, clrd at New York Aug 31 for Bristol
 Canova, left Quebec Sept 5 for Plymouth
 Ceres, clrd at Charleston Sept 1 for Bristol
 Countess of Dufferin, left Miramichi Sept 3 for Belfast
 County of Inverness, left Calcutta Aug 30 for Hull
 Charles Forbes, left Delaware Breakwater Sept 12 for Portsmouth
 Cairnbulg, left San Francisco Sept 17 for Queenstown
 Colbmerne, clrd at San Francisco Sept 19 for Queenstown
 Crystal s, left New York, Sept 23 for Leith
 Canopus, left Corinto Sept 9 for Channel
 Charlie Baker, left Barbados Sept 16 for Cardiff
 County of Caithness, left Calcutta Sept 2 for Hull
 Concordia, clrd at Quebec Sept 19 for Sunderland
 Cathcart, left Saigon July 22 for Channel
 passed Anjer Aug 12
 Constanze, left Pisagua Aug 5 for Channel
 Craigwhinne, left Pisagua Aug 4 for Channel
 City of Sparta, left Rangoon July 7 for U Kingdom
 spoken July 21, off Achene Head
 Casma, left St. Pierre, Mtg, Aug 23 for U Kingdom
 Cromartyshire, left Calcutta July 7 for Bristol
 passed St. Helena prior to Oct 4
 Clarence, left Mobile Sept 26 for W Hartlepool

D

Diana, clrd at Sourabaya Aug 3 for Channel
 passed Anjer Aug 14
 Detmar, left Laguna Aug 20 for Channel
 Dolbadern Castle, left San Francisco May 6 for Q town
 Dilbur, left Iquique, July 19 for Queenstown
 Dunredale, left San Francisco Mar 29 for Queenstown
 left Calcutta, July 12
 Dunelm, left Tellicherry April 12 for London
 via Havre, spoken August 24, 12 N, 23 W
 Denmark, s left New York Sept 20 for London
 Daphne, left Charleston, Sept 19 for Queenstown
 Despatch, left Mazagan Sept 23 for Queenstown
 Daggy, clrd at Montevideo Sept 1 for Falmouth
 Danzig, left Montreal Sept 14 for Dundee
 Dunboyn, left Astoria, O, Sept 19 for Liverpool
 Deucalion s, left Shanghai — for London
 left Port Said Oct 7
 Dago s, left Bussorah — for London
 left Aden Oct 6
 Durham, clrd at San Francisco Sept 26 for Queenstown
 Duncow, left Iquique Aug 15 for Falmouth
 Dunstaffnage, left Sourabaya Aug 11 for Channel
 Dacca, left Iquique Sept 1 for Channel
 Dora Ahrens, left Table Bay July 10 for Channel
 Daphne, left Iquique July 8 for Falmouth
 Drumbair, left Calcutta Aug 5 for Hull
 Dunkeld, left Melbourne Aug 27 for U Kingdom
 Domenico, clrd at New York Aug 24 for Bristol
 Daisy, clrd at New York Aug 30 for Bristol
 Donald Ferguson, left Quebec Sept 8 for Belfast
 Dione, left Sourabaya Aug 23 for Channel
 Dina, left Barbados Sept 13 for Channel
 Duke of Argyle, left Iquique Aug 17 for U Kingdom
 Doris Eckhoff, clrd at Philadelphia for Bristol
 David Taylor, clrd at St John, NB, Sept 5 for Cork
 Dusty Miller, clrd at St John, NB, Aug 31 for Fleetwood
 spoken Sept 28, 51 N, 13 W
 Doyre, left Halifax Aug 19 for Fleetwood
 spoken Sept 9, 48 N, 21 W
 Derbyshire, left Basen June 5 for Channel
 passed St. Helena Sept 20
 Doris, left Rio Janeiro Sept 14 for Plymouth

E

Elise Linck, left West Bay Sept 20 for Liverpool
 Engineer s, left Calcutta — for London
 left Suez Oct 2
 Eastern Prince s, left Coconada Aug 29 for London
 left Suez Sept 27
 Endymion, left Pisagua Sept 26 for Falmouth
 Eskdale, left San Francisco Sept 1 for U Kingdom
 Emily Waters, left Pisagua June 23 for Liverpool
 Eurydice, left Melbourne Aug 15 for Queenstown
 Eurydice, left Iquique August 2 for Falmouth
 Edna, left Tehuantepec July 16 for Falmouth
 Eden Hall s, left Bombay Sept 22 for Liverpool
 left Port Said Oct 7
 Egypt s, left New York Oct 3 for Liverpool

Eva, clrd at Richibucto Sept 22 for Liverpool
 Elderslie s, left Port Chalmers Aug 25 for London
 left Las Palmas Oct 4
 Egyptian Monarch s, left New York Oct 6 for London
 East Croft, left San Francisco Sept 22 for Queenstown
 Earl of Dalhousie, left Iquique Aug 23 for U Kingdom
 Eldsvold left Bangkok July 10 for London
 passed Anjer Aug 7
 Ebenezer, left Gualeguaychu Aug 1 for Channel
 Edinburghshire, left San Francisco Sept 1 for Channel
 Elmstone, clrd at Rangoon July 27 for Channel
 Elma, left Port Royal Sept 4 for Belfast
 Ernestine, clrd at New York Aug 24 for Exmouth
 Euphenia, left Sourabaya Aug 10 for Cardiff
 Erminia, clrd at Savannah Sept 14 for Cardiff
 Etoile du Sud, left Buenos Ayres Sept 1 for Cardiff
 Esther, left Buenos Ayres Aug 23 for Cardiff
 Elzevir, left Buenos Ayres Aug 24 for Cardiff
 Elizabeth Nicholson, left Adelaide July 24 for U Kingdom
 left Port Broughton Aug 21 for U Kingdom
 Eivion, clrd at Junin July 23 for Channel
 East Lothian, left Basen Sept 20 for Channel
 passed St. Helena Sept 20
 Edwin s, left Philadelphia Sept 29 for Londonderry
 E W Gale, left St. John, NB, Sept 25 for Limerick

F

Falstaff, left Astoria Sept 8 for Liverpool
 Falconhurst, left Calcutta Aug 5 for London
 Finn, left Baltimore Sept 9 for Goole
 Fort George, left Madras Aug 1 for London
 at Vizagapatam Aug 6
 Franziska, left Rio Grande Aug 9 for Falmouth
 Framat, clrd at Wilmington Aug 25 for Glasgow
 Fratelli Tixi, left Buenos Ayres Aug 18 for Cardiff
 Foxhound, left Port Noltio Aug 8 for Swansea
 left St. Helena Aug 24
 F S Ciampa, left San Francisco June 29 for Queenstown
 Firth of Dornoch, left Iquique Sept 4 for U Kingdom
 Falls of Clyde, left San Francisco July 31 for Liverpool
 spoken Aug 16, 14 N, 120 W
 Friedrich, left Quebec Sept 10 for London
 Foyle s, left Singapore Oct 8 for U Kingdom
 Frances, left Black River, J, July 23 for Goole
 spoken Sept 17, 43 N, 22 W
 Frank Carvill, clrd at Darien Sept 24 for Grimsby
 Falls of Foyers, left Calcutta Oct 3 for Hull
 Fortuna, clrd at Richibucto Sept 25 for Rhyl

G

Garonne s, left Adelaide Sept 3 for London
 left Guila Oct 10
 Gaspee, left Mobile Aug 6 for Liverpool
 Germanic s, left New York Oct 10 for Liverpool
 Glad Lauridsen, left Pugwash NS, Sept 8 for Liverpool
 Glance, left Port Broughton June 21 for Channel
 Glenavon s, left Shanghai Aug 16 for London
 left Port Said Oct 1
 Gloria, left Iquique July 2 for Falmouth
 Godiva left Calcutta June 23 for Liverpool
 spoken Aug 21, 34 S, 15 E
 Gudrun, clrd at Campbelltown, NB, Sept 7 for Liverpool
 spoken Sept 19, 24 N, 34 W
 Gulf of Trinidad s, left Callao Aug 16 for Liverpool
 left St. Vincent Oct 10
 Guido s, left Norfolk Sept 28 for Liverpool
 Gulf of Suez s, left Callao Aug 4 for Liverpool
 left St. Vincent Sept 28
 Gulf of St. Vincent s, left Coronel Aug 21 for Liverpool
 left St. Vincent Oct 2
 Gulf of Akaba s, left Callao Sept 27 for Liverpool
 Gyda, left Belize Sept 3 for Liverpool
 Gleniffer, left Pisagua Sept 1 for U Kingdom
 Garston, left San Francisco June 23 for Queenstown
 Gio Batta Repetto, left Basen April 23 for Channel
 G H Wappaus, left Port Pirie Aug 4 for Channel
 Gusta Helene, left Buenos Ayres Aug 3 for Falmouth
 Gayton, left Pisagua July 2 for U Kingdom
 Guy Manning, left Adelaide Aug 4 for U Kingdom
 Geuzsters v Haften, left Sourabaya May 17 for Channel
 left St. Helena Aug 25
 Glynwood, left Quebec Sept 3 for Rhyl
 George Linck, clrd at Quebec Sept 6 for London
 Gramplax, left Calcutta Aug 29 for Falmouth
 Glaucus s, left Shanghai — for London
 left Suez Oct 2
 Gipsy Queen, left Trinidad Sept 1 for London
 Gwladys, left Casablanca Sept 12 for Kirkcudbright
 Glenroy s, left Shanghai Sept 16 for London
 left Singapore Oct 9
 Ganges s, left Bombay — for London
 left Gibraltar Oct 10
 Glenesslin, left Calcutta Sept 13 for London
 Gateacre, left San Francisco Sept 24 for Queenstown
 Glenlora, left Oamaru Oct 6 for U Kingdom
 Gogoburn, left Pisagua Aug 8 for Channel
 Galileo s, left New York Sept 30 for Hull

H

Hyderabad, left San Diego May 8 for Channel
 left Valparaiso July 14
 Humboldt, left Iquique July 6 for Falmouth
 Hakon Adestein s, left Bangkok Sept 15 for U Kingdom
 Herschel s, left New Orleans Sept 23 for Liverpool
 Hesperides s, left River Plate — for Liverpool
 left St. Vincent Oct 1
 Hubbuck s, left Melbourne Aug 27 for London
 left Aden Oct 7
 Hankow s, left Adelaide Sept — for London
 Helvetia s, left New York Oct 7 for London
 Havilah, left Esmeraldas Aug 22 for Falmouth
 Henrik Isen, left Bahia prior to Sept 15 for London
 Hermione, left Canterbury, NZ, Aug 17 for U Kingdom
 Harry Buschman, clrd at New York Aug 18 for Plymouth
 Hilda, clrd at Demerara Aug 27 for Bristol
 Hefhi, left Buenos Ayres Aug 6 for Cardiff
 Hensburgh, clrd at Rangoon Aug 23 for Channel
 Hilma, left Paysandu, Aug 9 for Channel
 Hercules, left Punta Arenas July 22 for Falmouth
 Hind, left Saffi Sept 6 for Rochester

I

Irby, left San Francisco July 13 for Liverpool
 Italia, left Moulmein Aug 20 for Channel
 India s, left Calcutta Oct 4 for London
 Isla de Mindanao s, left Manila Aug 20 for Liverpool
 left Cadiz Oct 5
 Isla de Panay s, left Manila Sept 17 for Liverpool
 left Aden Oct 7
 Inch Murren, left Iquique Sept 27 for Falmouth
 Imuncina, left Pisagua Aug 4 for Channel
 India, left Rio Janeiro Sept 13 for Cardiff

J

J W Taylor s, left Montevideo Sept 22 for Liverpool
 Jessie McGregor, left New York Sept 6 for Sligo
 J H Ramien, left Punta Arenas June 26 for Falmouth
 J C Wams, left Adelaide May 8 for U Kingdom
 left Port Germain May 29
 Jessie Renwick, left Moulmein July 11 for U Kingdom
 Jamaica, left Noumea June 30 for Bowling
 Jessomene, left Calcutta Aug 5 for Liverpool
 James Drummond, left Astoria Aug 16 for Liverpool
 James Nesmith, left San Francisco Sept 26 for Liverpool
 Jamaican s, left New Orleans Oct 7 for Liverpool
 Jerome s, left Ceara Sept 29 for Liverpool
 Jason s, left Penang Sept 23 for London
 John F. Rottmann, clrd at New York Sept 19 for Bristol
 John Elder, left Montevideo Sept 17 for Liverpool
 left Lisbon Oct 8
 Josva, left New York Sept 27 for Exmouth

K

Kistna, left Calcutta July 11 for Hull
 King Cenric, left Portland, O, — for Channel
 left Astoria July 5
 Killan, left San Francisco July 13 for Liverpool
 Kinfauns, left Portland, O, April 30 for U Kingdom
 Konigsberg clrd at Rio Grande Aug 12 for Falmouth
 Kenilworth, left San Francisco Sept 12 for Channel
 Konomo, clrd at Richibucto Sept 8 for Liverpool
 Kilbrannan, left Calcutta June 24 for Sharpness
 passed St. Helena Aug 30
 Khyber, left Calcutta Oct 1 for Liverpool
 Koorina, left Lyttelton, NZ, Sept 28 for U Kingdom
 Kent s, left Sydney Sept 19 for London
 left Port Augusta Oct 4
 Kaikoura s, left Wellington Oct 4 for London
 Kangra s, left Bombay Oct 9 for London
 Kinsemo s, left W C Africa — for Liverpool
 passed Accra Oct 9

L

Lumberman's Lassie, left Sydney July 29 for London
 Laplace s, left Pernambuco Oct 2 for Liverpool
 Loch Eck, left Calcutta Aug 16 for Queenstown
 Lord Cairns, left San Francisco June 7 for Queenstown
 Loch Awe, left Adelaide June 22 for U Kingdom
 left Port Augusta July 23
 Laurestina s, left Baltimore Sept 24 for Belfast
 Lanarkshire, left Lyttelton, NZ, June 13 for Channel
 Lepinto, clrd at Rangoon May 28 for Channel
 Linda, left Bangkok July 11 for Channel
 Largo Bay, left Lyttelton July 21 for Channel
 Loch Ken, left Pisagua July 11 for Channel
 Lady Elizabeth, left Pisagua June 11 for Channel
 Lancaster Castle, left San Pedro Aug 22 for U Kingdom
 Langdale, left San Francisco Sept 8 for U Kingdom
 La Escocesa, left Pisagua Sept 6 for U Kingdom
 Lilla, left Cebu May 21 for Channel
 left St. Helena Aug 21
 Loyalist, clrd at St John, NB, Sept 10 for Penarth
 Lima, left St John, NB, Sept 11 for Sharpness
 Landana s, left W C Africa — for Liverpool
 via Harve left Grand Canary Oct 4
 Laplace s, left Rio Janeiro Sept 15 for Liverpool
 left Pernambuco Oct 2
 Lake Ontario, left Quebec Oct 4 for Liverpool
 Leonora s, clrd at New Orleans, Sept 22 for Liverpool
 Lochee, left Calcutta July 13 for London
 passed St. Helena Sept 20
 Limpopo s, left Natal Sept 6 for London
 left Adelaide Oct 5
 Lusitania s, left Adelaide Sept 17 for London
 via Nales left Aden Oct 9
 Laju s, left Penang Sept 23 for London
 via Marseilles, left Aden Oct 4
 Lindisfarne, left San Francisco Sept 10 for Queenstown
 Lake Superior s, left Port Pirie June 16 for U Kingdom
 Loch Awe, left Adelaide June 22 for U Kingdom
 left Port Augusta July 23
 Loch Fergus clrd at Puerto Oliva July — for U Kingdom
 Levanter left New York Sept 26 for Belfast
 Livonia left St John, NB, S. pt 19 for Clare
 Lord Dufferin, left Calcutta July 10 for Hull
 passed St. Helena Sept 20

M

Maiden City, left Portland, O, — for Channel
 spoken July 13, 33 N, 127 W
 Mascotte s, left Montevideo Sept 14 for Liverpool
 spoken Oct 2, 23 N, 81 W, under sail
 Maxima, left Table Bay Aug 22 for London
 Mary, left Demerara Sept 14 for Queenstown
 Moyone s, left Japan Sept 14 for London
 left Shanghai Sept 29
 Mabel, left Savannah Sept 8 for London
 Minero, left Fremantle prior to Aug 6 for London
 Methven Castle s, left Cape Town Sept 24 for London
 via Madeira
 Michigan s, left Boston Oct 2 for Liverpool
 Mentmore s, left Baltimore Sept 29 for Liverpool
 Monarch s, left Manila Aug 24 for Liverpool
 left Malta Oct 6
 Merchant s, left Port Eads Sept 25 for Liverpool
 Merton Hall s, left Bombay Sept 27 for Liverpool
 left Perth Oct 5
 Mercia, left Auckland July 27 for London
 Malwa s, left Shanghai Sept 22 for London
 left Colombo Oct 9
 Michele Dapelo, left Montevideo Aug 30 for Falmouth
 Moorhill, left Montevideo Aug 28 for Falmouth
 M'Leod, left Richibucto Sept 12 for Bowling
 Mylomene, left San Francisco Sept 13 for Queenstown
 Milton Park, left San Francisco Sept 20 for Queenstown
 Morayshire, left Port Wakefield July 12 for Channel
 Moel-y-Don, left Iquique July 26 for Falmouth
 Mooltan s, left Calcutta July 26 for London
 Mountain Laurel, left Adelaide May 12 for U Kingdom
 Mary Low, left Astoria June 13 for U Kingdom
 Mosca, clrd at Pensacola Aug 13 for Sharpness
 Margaret Hain, left Saffi Sept 9 for U Kingdom
 Marie, left Saffi Sept 6 for U Kingdom
 Martaban s, left Rangoon Sept 8 for London
 put back to Port Said Oct 4 with shaft broken
 Minna Helene, left Falkland Islands Aug 6 for London
 Merkara s, left Brisbane Oct 6 for London
 via Batavia
 Mogul s, left Port Augusta Sept — for London
 Michel Hutchinson, left Iquique Aug 16 for Falmouth
 Martha Craig, left Iquique Aug 6 for Falmouth
 Mount Pleasant, left Quebec Sept 24 for Greenock
 Mentana, left Pisagua July 20 for Channel
 Mentone, left Pisagua July 21 for Channel
 Mallsgate, clrd at Adelaide Aug 24 for U Kingdom
 Mercur, left San Diego Sept 17 for U Kingdom
 via South Sea Islands

Mary Elizabeth, left Adelaide Aug 25 for U Kingdom
 M & E Cox, left Philadelphia Sept 18 for Bristol
 spoken Oct 3, 44 N, 54 W
 Matterhorn, left Calcutta June 13 for Hull
 spoken Sept 17, 20 N, 32 W
 Magnus, clrd at Bathurst NB, Sept 22 for Sharpness
 Maud, left Quebec Sept 8 for Plymouth
 Monark, left Buenos Ayres Aug 16 for U Kingdom
 Magdalena, left Quebec Sept 8 for U Kingdom
 MacMillan, left San Diego Sept 7 via Iquique
 Mediator, left Quebec Sept 14 for Cork
 Madeira, left Tacoma August 20 for Dublin
 spoken Sept 2, 37 N, 130 W
 Mabel, left Mazagan Sept 20 for Lynn

N
 Nautik, left Tehuantepec July 6 for Channel
 Nagore, left Iquique Aug 8 for Channel
 Natuna, left Astoria July 27 for United Kingdom
 Niobe, left Singapore Aug 17 for Liverpool
 Nicosia, left Iquique July 18 for Falmouth
 Nordenkjold, left Buenos Ayres Aug 1 for Falmouth
 Navigator, left Buenos Ayres Aug 18 for Cardiff
 Nelson, clrd at Quebec Sept 6 for Bristol
 Norden, left Mauritius June 23 for Liverpool
 spoken Sept 11, 21 N, 30 W
 Norham Castle, left Cape Town Sept 26 for London
 via St. Helena and Madeira
 Northbrook, clrd at San Francisco Sept 19 for Q'town
 Nadal, left Iquique July 10 for Falmouth
 spoken Sept 10, 2 S, 27 W
 Notre Dame de la Garde, left Beachport, SA, June 4 at Reunion Aug 13 for Channel
 Niger, left W C Africa for Liverpool
 left Madeira Oct 4
 Nigretia, left Galveston Oct 6 for Liverpool
 New York City, left Colon Sept 3 for London
 left Baltimore Sept 19
 Nubia, left Calcutta Sept 17 for London
 left Port Said Oct 8
 Norden, clrd at Chatham, NB, Sept 22 for Belfast
 Niagara, left Bombay for Hull
 left Suez Oct 4

O
 Opobo, left Sierra Leone Oct 1 for Liverpool
 via Havre left Grand Canary Oct 7
 Oneota, clrd at Philadelphia Sept 27 for Liverpool
 Oregon, left Talcahuano July 23 for Queenstown
 Orchemene, left San Francisco Aug 12 for Queenstown
 Ottago, left Canterbury, NZ, Aug 9 for U Kingdom
 Orthes, left Iquique Sept 4 for U Kingdom
 Oliver Emery, clrd at St. John, NB, Aug 29 for Belfast
 Oriente, left Iquique July 10 for Falmouth
 Oaklands, left Adelaide Aug 3 for Channel
 Olive S Southard, left Astoria July 11 for U Kingdom
 Orion, left Tobago Aug 25 for U Kingdom
 Oberburgmeister von Winter, left Quebec Sept 5 for Sunderland
 Oceana, left King George's Sound Sept 14 for London
 left Port Said Oct 8
 Orione, left Batavia Aug 10 for London
 Oroya, left Adelaide Oct 1 for London
 left Albany Oct 4
 Orinoco, left Barbadoes Oct 1 for Southampton

P
 Priorhill, left Lyttelton July 9 for Channel
 Pembroke Castle, left Port Nolloth July 25 for Swansea
 Port Adelaide, left Santa Rosalia Aug 21 for U Kingdom
 P C Petersen, clrd at Pensacola Aug 18 for Suttonbridge
 passed Ascension Oct 25 for Liverpool
 Peggy, clrd at Trinidad, Aug 11 for London
 Princess Alexandra, left Quebec Aug 25 for Greenock
 Pasqualino, clrd at St. John, NB, Aug 27 for Gloucester
 Pericles, clrd at San Francisco Sept 8 for London
 Probo, left Musquash, NB, Sept 5 for Gloucester
 Patroclus, left Shanghai for London
 left Suez Oct 3
 Plato, left New York Oct 5 for Liverpool
 Portuense, left Ceara Oct 9 for Liverpool
 Professor, left Calcutta for London
 left Suez Oct 6
 Port Pirie, left Adelaide Oct for London
 Primrose, clrd at San Francisco Sept 26 for Queenstown
 Pascal, clrd at New York Sept 30 for London
 Penthesisla, clrd at Rangoon May 30 for Channel
 passed St. Helena Sept 29
 Poseidon, left Magdalena Aug 28 for Channel
 Palawan, left Pisagua July 23 for Channel
 Prince Frederick, left Safelo Sound Oct 8 for Plymouth
 Primera, left Newcastle, NSW, about Sept 11 via Oamaru for U Kingdom
 Pinmore, left San Francisco Sept 27 for Channel
 President, left Montevideo Aug 20 for Cardiff

R
 Rahane, left Francisco July 30 for U Kingdom
 Rudolph Josephy, left Lyttelton June 22 for Channel
 Royal George, clrd at Port Pirie July 19 for U Kingdom
 Respit, left Bahia prior to Sept 15 for Liverpool
 Rembrandt, left Norfolk, Va, Oct 7 for Liverpool
 Roman, left Boston Oct 9 for London
 R Morrow, left Madras June 10 passed St. Helena Sept 20 for London
 Red Sea, left Kobe for London
 left Suez Oct 8
 Raphael, left Manila Oct 3 for London
 Rapahu, left Lyttelton Sept 6 for London
 left Rio Janeiro Sept 28
 Richmond Hill, left Sydney Sept 30 for London
 Rap, left Mazagan Sept 6 for Queenstown
 River Nith, left San Francisco Aug 23 for Queenstown
 Rimac, left Iquique July 26 for Channel
 Royal Alice, left Port Townsend May 20 for Cork
 Reidar, left Montevideo Aug 4 for Falmouth
 Roseneath, left Adelaide Aug 25 for Channel
 Ruth Topping, left Laguna about July 19 for Falmouth
 Rockhurst, left Calcutta Aug 14 for Aberdeen
 Reigate, clrd at Talcahuano July 13 for U Kingdom
 Rosina, clrd at New York Aug 23 for Exmouth
 Roslin Castle, left Melbourne Sept 22 for U Kingdom
 Rebekka, left Quebec Sept 12 for Sharpness
 Ricardo, clrd at Pensacola Aug 6 for Swansea
 Roehampton, left Bussorah for London
 left Aden Oct 6
 Rontenburn, left Calcutta Sept 14 for London
 Roxburgh Castle, left Baltimore Oct 5 for London
 Rosensun, left Port Pirie March 8 for U Kingdom
 left Table Bay Sept 10

Russia, clrd at Rangoon June 11 for Channel
 passed St. Helena Sept 20
 Roscrana, left Astoria July 28 for Channel
 Robert Hine, left Paysandu Aug 28 for Channel
 Rhine, left Montevideo Aug 2 for Cardiff
 passed St. Helena Sept 20
 Robinia, left Port Royal Sept 30 for Tyne
 via Hamburg

S
 Sierra Blanca, left Bassein Aug 13 for Liverpool
 Scottish Dales, left Ragoon May 29 for Liverpool
 Stronsa, left Calcutta June 22 for Liverpool
 Sutherlandshire, left Bassein Aug 7 for Channel
 Star of Russia, left San Francisco July 23 for Channel
 Stirlingshire, left New Caledonia July 2 for Channel
 Sagitta, left Guayaquil June 22 for Channel
 Sindia, left Calcutta June 22 for Liverpool
 passed St. Helena Aug 31
 Serra, left Matanzas Sept 6 for Liverpool
 via Guantamo
 Sobralense, left Para Oct 3 for Liverpool
 via Lisbon and Havre
 Strathearn, left Java for Liverpool
 left Suez Oct 2

Star of Persia, left Calcutta June 30 for London
 left St. Helena Aug 30
 Scottish Prince, left Newport News Oct 3 for Liverpool
 Samaria, left Boston Oct 6 for Liverpool
 Servia, left New York Oct 6 for London
 Sumatra, left Cochín Aug 23 for Queenstown
 Standard, left Portland, O for London
 left Astoria Aug 21
 Stentor, left Shanghai for London
 left Suez Sept 27
 St. Margaret, left Calcutta Oct 1 for London
 San Michele, left Rio Janeiro Aug 21 for Falmouth
 Senta, left Hong Kong for London
 left St. Helena July 31
 Silvio, left Pasaroang May 25 for Falmouth
 passed St. Helena Aug 18
 Sussex, left Sydney Sept 8 for London
 left Adelaide Sept 20

Santiago, left San Francisco June 29 for Queenstown
 Slieve Donard, left San Francisco Sept 12 for Q'town
 Stella B, left Moulmein Aug 13 for Channel
 Strathblane, left Rangoon June 30 for London
 passed St. Helena Sept 2
 Star of Bengal, left San Francisco Sept 5 for Q'town
 Sardomene, left Calcutta, August 20 for London
 Stockholm City, left Halifax, NS, Oct 2 for London
 Salerno, left Belize about October 9 for Dundee
 St. Fillans, left Calcutta Sept 22 for Dundee
 left Perim Oct 8
 Star of Victoria, left Chittagong Oct 3 for Dundee
 Sarah and Emma, clrd at Rangoon June 4 for Channel
 passed St. Helena Aug 23
 Scottish Minstrel, left Iquique Sept for U Kingdom
 Sinquasi, left Mauritius Aug 8 for Cork
 Strauss, clrd at Pascagoula Aug 29 for Limerick
 St Antoine, left Cape Hayti Aug 29 for Channel
 Star of Erin, left Port Augusta June 25 for U Kingdom
 Selene, left Lyttelton Sept 25 for U Kingdom
 at Port Townsend Sept 11

San Luis, left Iquique Oct 1 for U Kingdom
 Sovereign, left Montevideo Aug 21 for Cardiff
 St Halvard, left Montevideo Aug 21 for Plymouth
 Sea Toller, left Taltal June 26 for U Kingdom
 St Vincent, left Moulmein July 6 for Channel
 Southern Queen, left Moulmein March 17 for Channel
 left Algoa Bay Aug 19
 Sierra Colonne, left Rangoon July 10 for Channel
 passed St. Helena Sept 20
 Shakespeare, left Pisagua Oct 3 for Channel
 St. Francis, left Tacoma about Sept 6 for U Kingdom
 at Port Townsend, Sept 11
 Sarah, left Quebec Sept 27 for Belfast
 Solvang, left Paysandu Aug 7 for Channel
 Sam Mendell, left Adelaide Aug 13 for U Kingdom
 Shandon, left Iquique Sept 1 for Channel
 Star of Austria, left San Francisco July 23 for U Kingdom

Saraca, left San Francisco June 19 for Sligo
 Salisbury, left New York Sept 18 for Leith
 Sylphiden, left St. John, NB Aug 22 for Westport
 Sorrento, left Bombay for Hull
 left Suez Oct 7
 St. Bernard, left Bombay for Limerick
 left Port Said Oct 9
 San Lorenzo, left Port Nollth Sept 1 for Swansea
 left St. Helena Sept 12
 Spartan, left Cape Town Oct 3 for Southampton
 via Maderia and Lisbon

T
 Turkistan, left Bangkok August 3 for Liverpool
 Thomas Bell, clrd at San Francisco Aug 11 for Q'town
 Talavera, left Calcutta Aug 30 for London
 Thirlmere, left San Francisco Aug 20 for U Kingdom
 Thales, left Montevideo Sept 20 for Liverpool
 Thalassa, clrd at Pensacola Sept 5 for Lynn
 Teviot, left Yokohama for U Kingdom
 left Suez Sept 25
 Tarifa, clrd at New York Sept 7 for Dublin
 Tagus, left Manila Aug 9 for Liverpool
 left Port Said Sept 21
 Teniers, left Brisbane Sept 4 for London
 Tainui, left Canterbury, NZ, Sept 20 for London
 via Rio Janeiro
 Titania, left Saffi Sept 12 for U Kingdom
 Theodor Behrens, clrd at Quebec Sept 19 for Newcastle
 Thomas Hilyard, left Quebec Sept 1 for Liverpool
 passed Meat Cove Sept 11
 Toronto, left Montreal for Liverpool
 passed Father Point Oct 5

Thomas Boustled, left Rio Grande Sept 11 for Liverpool
 Thanemore, left Norfolk, Va, Oct 5 for Liverpool
 Taroba, left Brisbane Sept 4 for London
 left Aden Oct 8
 Thomas Hamlin, left Pisagua July 16 for Queenstown
 Thorbecke VI, left Batavia Aug 31 for Channel
 Twilight, left St. John, NB, Sept 22 for Londonderry
 Teresa Olivari, clrd at Chatham, NB, Sept 20 for Penarth
 Taunton, left Port Nolloth Sept 6 for Swansea
 Tamar, left River Plate for Southampton
 left St. Vincent, CV, Oct 7

U
 Ulrica, left Calcutta July 13 for London
 Urania, left Kurrackee Sept 11 for Liverpool
 left Malta Oct 5
 Umtata, left Natal Oct 3 for London
 Undine, left Galveston Sept 20 for Fowey

V
 Vale of Nith, left Pisagua June 14 for Channel
 Vizcaya, left Colon Sept 3 for Liverpool
 spoken Porto Rico Sept 18
 Ventura, left San Francisco May 24 for Queenstown
 Volonta di Dio, clrd at Rangoon June 29 for Channel
 Vesta, left Calcutta Sept 1 for London
 left Malta Oct 1
 Victory, left Quebec Sept 15 for London
 Villalta, left Portland, O for U Kingdom
 Vega, left Calcutta Sept 29 for Liverpool
 left Columbo Oct 9
 Valparaiso, left Iquique Sept 3 for London
 spoken Sept 21, 10 N, 27 W
 Victorine, left Pacific Coast Sept 17 for Falmouth
 Volunteer, left Rio Grande June 28 for Channel
 left Rio Janeiro Aug 25
 Valparaiso, left Nitrate Port Aug 5 for Channel
 spoken Sept 21, 11 N, 27 W
 Valparaiso, left Pisagua Sept 3 for Channel
 at Valparaiso Oct 3

W
 William Wright, left Mobile Sept 26 for Liverpool
 Wilcannia, left Sydney for London
 left Adelaide Oct 9
 Wm H Starbuck, left Astoria, Sept 18 for Queenstown
 Wasdale, clrd at San Francisco Sept 28 for Queenstown
 Wanlock, left Tuticorin July 7 for Falmouth
 passed St. Helena Sept 20
 Werklust, clrd at Rio Grand Sept 1 for Falmouth
 Westward Ho, left Iquique Aug 1 for Falmouth
 Waterloo, left Calcutta Sept 18 for Hull
 Werra, left Java Sept 21 for Queenstown
 West Lothian, left Bangkok Aug 23 for Liverpool
 Woolton, left San Francisco July 17 for Falmouth
 Westgate, left Calcutta July 15 for Hull
 Westland, left Canterbury, NZ, Aug 14 for U Kingdom
 Windhover, left Astoria Aug 3 for U Kingdom
 Wilhelmina, left Rio Janeiro Aug 16 for Liverpool
 West Glen, left Valparaiso July 24 for England
 Wisconsin, left New York October 2 for Liverpool
 Westerbottom, left Halifax Sept 19 for Liverpool
 Woodburn, left Barbadoes Sept 15 for London
 Waverley, left Batavia Aug 23 for Queenstown
 passed Anjorn August 25
 Windermere, left Rosario Aug 17 for Appledore
 Wimmera, left Buenos Ayres Sept 1 for Cardiff

Y
 Yarkand, left Bassein Sept 18 for Channel
 Yucatan, left New Orleans Oct 2 for Liverpool
 Yosemite, left Valparaiso Aug 11 for Liverpool
 Yarra Yarra, clrd at Chatham, NB, Sept 12 for Sharpness

Z
 Zoe, left Callao May 3 for Liverpool
 via Payta
 Zemindar, left Calcutta July 25 for Liverpool
 Zulu, left Montevideo Aug 30 for Falmouth
 Zia Battista, clrd at Chatham, NB, Sept 15 for Cardiff
 Zia Caterina, clrd at Chatham, NB, Sept 15 for Penarth

OUTWARD BOUND.

The following Ships will sail :-

FROM LONDON.

| To. | Ship. | Captain. | Size. | Dock. |
|---------------------------------|---------------------|---------------------|-------|-------|
| Adelaide-Torrens | Angel | B, 1276 LD | | |
| Adelaide-Cochin | Dudney | B, 1209, SWID | | |
| Adelaide-Martin | Scott, M'Donald | B, 1388, EID | | |
| Abo, &c-Capella | (s), Rosqvist | Fin, 594, SCD | | |
| Barbadoes, &c-Arisaig | (s), Cowan | B, 842, LD | | |
| Barbadoes, &c-Eldorado | (s), Sampson | B, 864, LD | | |
| Barbadoes-Candida | (s), Pullen | B, 553, LD | | |
| Barcelona, &c-Bilbao | (s), Landaburn | Sp, 370, MD | | |
| Batoum, &c-Odesa | (s), Jenkins | B, 820, MD | | |
| Bombay, &c-Arcadia | (s), Andrews | B, 3349 RAD | | |
| Bombay, &c-Peshawur | (s), Moule | B, 2158, RAD | | |
| Boston-Milanese | (s), Trinick | B, 1635, VD | | |
| Brisbane-Blenfell | Irving | B, 1154, EID | | |
| Brisbane, &c-Quetta | (s), Wither | B, 2147, RAD | | |
| Brisbane, &c-Duke of Sutherland | (s), Cox | B, 2031, RAD | | |
| Buenos Ayres-Runer | Langfeldt | B, 381, WID | | |
| Cadiz &c-Cadiz | (s), Drummond | B, 900, LD | | |
| Calcutta-Star of Germany | Reed | B, 1284, EID | | |
| Calcutta, &c-Brindisi | (s), Alderton | B, 2154, RAD | | |
| Calcutta, &c-Duke of Buccleuch | (s), Langlois | B, 2024 RAD | | |
| Calcutta, &c-Rohilla | (s), Haselwood | B, 2259, RAD | | |
| Calcutta, &c-Bewa | (s), Mann | B, 2623, RAD | | |
| Canterbury-Halcione | Kelly | B, 843, EID | | |
| Cape Town, &c-Duart Castle | (s), Harris | B, 1180, EID | | |
| Cette-Ardandhu | (s), Davey | B, 757, Etkon | | |
| Christiania, &c-Cameo | (s), Langlands | B, 833, MD | | |
| Cleveland Bay-Irvine | Boyd | B, 655, EID | | |
| Danzic-Blonde | (s), Brettschneider | G, 462, Union Tr | | |
| Demerara-Arina | Christie | B, 243, LD | | |
| Fiume, &c-Winestead | (s), Nanscoven | B, 1362, MD | | |
| Fremantle-Coolen | Hall | B, 629, LD | | |
| Gothenburg-Thorsten | (s), Petterson | Sw, 805, MD | | |
| Grenada-Chocolate Girl | Alexander | B, 343, WID | | |
| Halifax-Mackay-Bennett | (s), Le Fanu | B, 1013, VD | | |
| Halifax-Ulanda | (s), Roope | B, 1161, VD | | |
| Hobart, &c-Coptic | (s), Burton | B, 2857, RAD | | |
| Konigsberg, &c-Lorne | (s), Reed | B, 763 | | |
| Konigsberg, &c-Tula | (s), Rasmussen | D, 515, MD | | |
| La Guayra-Celia | Drew | B, 321, Northfleet | | |
| Landscrona-Sophie | Petersen | D, 142, Gibbs' Wf | | |
| Libau-Tula | (s), Rasmussen | D, 515, MD | | |
| Lyttelton-Rakaia | Banks | B, 1022, SWID | | |
| Melbourne-Armda | Johnson | B, 1625, EID | | |
| Melbourne-Duchalburn | Hunter | B, 1998, EID | | |
| Melbourne-Winefred | Ellis | B, 1359, EID | | |
| Melbourne-Emily Chaplin | Harris | B, 733, SWID | | |
| Melbourne-Cawdor | Jardalla | B, 2355, SWID | | |
| Mauritius-Barranca | Morgan | B, 653, WID | | |
| Melbourne-Rialto | Payne | B, 1182, EID | | |
| Montevideo-J Bergman | O: Son, Nyman | Sw, 505, RVD | | |
| Marseilles, &c-Guadaluquivir | (s), Sicard | F, 1723, RAD | | |
| Melbourne-Cambrian Monarch | Williams | B, 1806, SWID | | |
| Nelson, &c-Auriga | Stone | B, 518, EID | | |
| New York-Austria | Dexter | B, 1868, Chrltn Bys | | |
| New York-Canada | (s), Robinson | B, 2709, RAD | | |
| New York-Greece | (s), Jeffrey | B, 2712, RAD | | |
| New York-Lydian Monarch | (s), Huggett | B, 2595, MD | | |
| Newcastle (NSW)-Star of Denmark | Williams | B, 990, EID | | |

To. Ship. Captain. Dock. Size.
Norr koping—Nora (s), Khron, D, 377, SCD
Otago—Taranaki, Gordon, B, 1120, EID
Otago, &c—Rimutaka (s), Turpin, B, 2885, RAD
Odessa, &c—Whitley (s), Smith, B, 736, VD
Port Natal—Vingolf, Aansenen, N, 393, LD
Port Natal—Inanda (s), Stuart, B, 1129, LD
Port Natal—K ngsbyrd, Terjesen, N, 267, StKD
Quebec, &c—Assyrian (s), Bentley, B, 2608, MD
San Diego—Lady Cairns, Morrissey, B, 1899, LD
San Francisco—Lodestar, Nowlan, B, 1895, LD
St. Petersburg—Dwina (s), Tane, B, 316, MD
Sydney, &c—Victoria (s), Cates, B, 3167, RAD
San Francisco—Cumberland, Jones, B, 1798

St. Clement's Reach

San Francisco—Lodestar, Nowlan, B, 1899, LD
Shanghai, &c—Glenfruin (s), Norman, B, 1936, WID
Singapore, &c—Exe (s), Clark, B, 1368, VD
Stettin—Libau (s), Nicolai, G, 468, MD
Stockholm, &c—Presto (s), Abenius, Sw, 805, MD
Sydney—Cypromene, Robertson, B, 1834, VD
Sydney—Eusemere, Windermere, B, 2651, SWID
Sydney—Lord Canning, Stevenson, B, 1465, EID
Sydney—Trowbridge, Thomson, B, 1287, SWID
Sydney, &c—Cuzco (s), Dixon, B, 2519, TD
Sydney, &c—Gulf of Athole (s), Allan, B, 1540, RVD
Sydney, &c—Duke of Guine, Brown, B, 964, EID
Sydney, &c—Massilia (s), Shalard, B, 2757, RAD
Sydney, &c—Orient (s), Bidler, B, 3259, TD
Sydney, &c—Port Victor (s), Bird, B, 1828, TD
Townsville—Marti Codolar, Perriam, B, 382, WID
Trinidad—Valhalla, Larsen, N, 286, WID
Valparaiso—Explorer, Partridge, B, 750, WID
Wellington—Euterpe, Bowling, B, 1197, EID

FROM LIVERPOOL.

Adelaide—Aikshaw, 578, Humphreys, WpgD
Adelaide—Anna, 1099, Pieper, BD
Africa (WC)—Benguela (s), 1199, Jolly, CobD
Africa (WC)—Teneriffe (s), 1164, Porter, CobD
Alexandria, &c—Arcadia (s), 1221, Dobson, Weld
Alexandria, &c—Thebes (s), (1696), Duffy, Hknd
Astoria, &c—Samoa, 1109, Jenns, SD
Astoria, &c—Gartmore, 1035, Ritchie, SD
Bahia—Eos, 390, Petersen, GD
Bahia, &c—Ptolemy (s), 391, Ledward, StD
Baltimore—Oranmore (s), 2215, Jones, AlxD
Barbados, &c—William Cliff (s), 2209, Winder, AlxD
Bilbao, &c—Donata (s), 523, Aguirre, CobD
Brisbane—Lobo, 829, Sambrook, SD
Buenos Ayres—Arcadia, 787, M'Gonagle, Gtn D
Barcelona, &c—Lope de Vega (s), 548, Soto, QD
Bombay—Clan Graham (s), 1911, Alexanderson, MphD
Bombay, &c—Armenia (s), 2218, Garrick, AlxD
Boston—Bulgaria (s), 2031, Leask, AlxD
Boston—Catalonia (s), 3093, Atkin, AlxD
Boston—Kansas (s), 3455, Gleig, AlxD
Boston—Pavonia (s), 3489, M'Kay, AlxD
Brindisi—Trojan (s), 1070, Brown, WD
Buenos Ayres—Asia, 511, Gundersen, CanD
Calcutta—City of Agra (s), 2133, Gordon, MphD
Callao—Arica, 489, Richards, BkD
Capetown, &c—Clan Cameron (s), 1585, Sibery, MphD
Constantinople, &c—Trinidad (s), 1228, M'Nay, Hknd
Coronel, &c—Gulf of Mexico (s), 2059, Pepper, AlxD
Demerara—Diligencia, 550, Uffen, GtnD
Faroe Islands—Nordstjernen, 105, Lober, KD
Fiume, &c—Aleppo (s), 1338, Ferguson, Hknd
Galveston—Charrington, 1187, Dawson, B-MD
Gothenburg—Bifrost (s), 861, Von Below, AlxD
Guayaquil—Asia, 380, Haack, PD
Havana, &c—Gaditano (s), 1710, Goicochea, LtnD
Havana, &c—Elvira (s), 667, Aspin, Hknd
Huelva, &c—Zurbaran (s), 502, Gohri, QB
Israel, &c—Agia Sofia (s), 1694, Cruickshanks, Weld
Ibail, &c—Arannora (s), 326, Harvey, Weld
Ibail, &c—Barnesmore (s), 981, Parry, Weld
Isafjord—S Louisa, 113, Andersen, KD
Iquique—Serena, 504, Fox, GtnD
Iquique—Warwickshire, 647, Mallinson, SD
Kingston (Jam), &c—Rona, 638, Oppenheim, PD
Kolding—Livingstone, 226, Wentzel, PD
Lima—Cordelia, 598, Owen, SD
Lisbon—Alfonso (s), 885, Hutchison, GtnD
Lisbon, &c—Castilian (s), 397, Gilbert, Hknd
Malta, &c—Lesbian (s), 1020, Prior, Hknd
Mazatlan—Helene, 372, Uffen, PD
Melbourne, &c—Stockbridge, 2047, Moyter, WD
Middelfart—Sofie, 148, Hansen, QD
Montevideo—Royal Visitor, 1167, Dahl, CanD
Montevideo—Greenock, 1294, Johnson, CanD
Montevideo, &c—Bellenden (s), 1770, Fraser, WD
Maranham—Braganza (s), 754, Hendy, BD
Mazatlan—Oceania, 675, Le Maitre, PD
Melbourne—Nikaria, 1083, Long, CanD
Melbourne, &c—Scottish Isles, 1997, Carrey, WD
Melbourne, &c—W H Corsar, 1410, Brown, HarD
Mobile—Caloric (s), 1138, Ransom, GtnD
Montevideo—Henry, 1062, Amundsen, Hknd
Montevideo, &c—Croma (s), 2064, Lord, B-MD
Mossamedes, &c—Ibo (s), 1046, Tavares, BD
New York—Arizona (s), 3657, Brooks, AlxD
New York—City of Berlin (s), 3301, Land, AlxD
New York—Etruria (s), 3390, Cook, AlxD
New York—Italy (s), 2624, Pearce, AlxD
New York—Bernadotte, 1427, Torstensen, CanD
New Orleans—Atlas (s), 1552, Dawson, Hknd
New York—Artemis, 564, Moe, CanD
Newcastle (NSW)—Anglo-Norman, 882, Hayton, StD
Norfolk (Va)—Saint Dunstan (s), 1451, Ogilvie, HarD
Odessa, &c—Flaminian (s), 1391, Alexander, Hknd
Palermo, &c—Vito (s), 861, Trinick, Weld
Para—Vestfold, 509, Ellisen, GtnD
Para, &c—Lanfranc (s), 1070, Jackson, BD
Philadelphia—Bengore Head (s), 1602, Brady, Hknd
Philadelphia—Lord Gough (s), 2270, Hughes, LtnD
Quebec, &c—Lake Huron (s), 2646, Trannar, AlxD
Quebec, &c—Sarmatian (s), 2159, Richardson, AlxD
Quebec, &c—Vancouver (s), 3388, Lindall, AlxD
Reykjavik—Margrethe, 71, Brandt, KD
Riga—Humber (s), 384, Hayes, GtnD
Rosario—Asunta F, 445, Ferrigni, GtnD
Rio Janeiro, &c—Sirius (s), 1416, Stapledon, HbyD
Rio Janeiro—Struan, 1473, Scott, HcmD
San Francisco—Flintshire, 1228, Pierce, WD
San Francisco—Galgate, 2270, Cummins, —D
Shanghai, &c—Shanghai (s), 1504, Lapage, BkD
Svevborg—Odin, 134, Christensen, GtnD
Sydney—Astoria, 1428, McGowan, WD
St Thomas, &c—Texas (s) 213, King, Weld

To. Ship. Size. Captain.
Santander, &c—Nina (s), 534, Gartz, CobD
Shanghai, &c—Sarpodon (s) 1591, Chimes, BkD
Shanghai, &c—Ulysses (s), 1520, Beyer, BkD
Svevborg—Condor, 198, Nielsen, KD
Svevborg—Dannebrog, 194, Nielsen, KD
Tarragona, &c—Sofia (s), 479, Anzorandi, BD
Tarragona, &c—Francoli (s), 783, Idoyaga, CobD
Valparaiso—Elizabeth Oatle, 739, Rennie, BkD
Valparaiso—Lurlei, 803, Hetherington, CngD
Valparaiso, &c—Galicia (s), 2318, Adey, MphD
Wilmington—Jacob Arent, —436, Mesterman, CamD

FROM GLASGOW.

Astoria, &c—City of Canton, 909, Carnochan
Barcelona—Navarra (s), 679, —
Bombay—Falls of Inversand, 1760, —
Bombay, &c—Etolia (s), 2056, — Bruce
Brisbane—Banfishie, 890, Swinton
Fiume, &c—Stefanie (s), 843, —
Huelva, &c—Aradgorn (s), 1043
Huelva, &c—Iberia (s), 675, Corning
Mauritius—Nor Wester, 1133, Youlden
Melbourne—Norfolk Island, 1300 —
Melbourne—Earl Rosebery, 1120, Hampton
Melbourne—Cloncaird, 1300, Murdoch
Melbourne—Victoria Bay 1118, Scott
Montreal—Colina (s), 1297, Jennings
Oporto—City of Malaga (s), 678, Gough
Otago—Hudson, 797, Kemp
Singapore, &c—Ching Wo (s), 2400 —
Syra, &c—Kedar (s), 1215, Fenwick
Sydney—Pitcairn Island, 1300, Cornwell
Sydney—Port Carlisle, 1300, —, Aitken
Sydney—Fifeshire, 1313, Craig
San Francisco—Ardmillan, 1729, Mitchell
San Francisco, &c—Evelyn, 1179 —
St John's (NB)—Ella Moore, 391, Buyers
Valencia—Conquistador (s), 547
Valparaiso—Grace Gibson, 540, Lloyd

FROM CARDIFF.

Bahia—Tordenskjold, 556, Jensen,
Buenos Ayres—Clara, 614, Changlen
Buenos Ayres—J H M'Laren, 764, Wyman
Barcelona—Amazona (s), 448, —
Barcelona—River Clyde (s), 614, Addison
Bombay—Idar (s), 2505, M'Dougall
Brindisi—Midas (s), 1311, Howsagoe
Buenos Ayres—Birgite, 752, Johannesen
Buenos Ayres—Oakdale (s), 897, Kirkwood
Buenos Ayres—Recco, 756, Gotuzzo
Buenos Ayres—Roma, 548, Shangaard
Cape Town—Alabama, 835, Pellerano
Cape Town—Sigrid, 1183, Gregersen
Cochin—Oakhurst, 1032, Richards
Cochin—Ravenscar, 1263, Howell
Cagliari—Camilla (s), 721 —
Cape Verds—Dora (s), 1558, Mill
Constantinople—Austin Friars (s), 829
Constantinople—Nellie (s), 919, Gray
Constantinople—S W Kelly (703),
Constantinople & Galatz—Aberdare (s), 876
Corunna—Clara (s), 177, —
Fort de France—Leda, 533, Budevich
Galatz or Ibail—Kirtle (s), 942, —
Genoa—Harbinger (s), 1206, Dover
Genoa—St Donats (s), 1019, —

Tucker, Harrison

Genoa—Shrigati, 652, Schiaffino
Huelva—Cumberland, Lass, 208, Thomas
Honolulu—G N Wilcox, 570, Rasch
Havana—Eglantine (s), 894, Grimwade
Hong Kong—Hectanooga, 1096, Cann
Huelva—Capri (s), 763, Bohn
Iquique—Minnie Browne, 1022, Williams
Lisbon—Ebro (s), 715, Kipper
Madeira—Miranda, 156, Thomas
Marseilles—Flambro (s), 1449 —
Marseilles—Hatfield (s), 1194, —
Messina—Morglay (s), 974, Hooper
Montevideo—Maria Parodi, 71, Benvenuto
Montevideo—Peter, 515, Nilsen
Montevideo—Royal Visitor, 1167, Dahl
Montevideo—Seringa, 1128, Waaler
Montevideo—Sindoro, 813, Abel C Schroeter
Montevideo—Gettysburg, 1024, Stewart
Montevideo—Portichol (s), 83, Menzies
Montevideo—Paramatta, 1401, Hegender
Naples—Monkshaven (s), 962, —
Palma (Maj)—Galileo, 221, Neyra A de Torres
Paramaribo—Elizabeth Winslow, 374, —
Pernambuco—Frithjof, 441, Johnson
Port Said—Carina (s), 1088, Blackburn
Port Said—Ingram (s), 1121, —, Foster
Port Said—Red Jacket (s), 1499, Care
Pernambuco—Mizpah, 406, Olsen
Port Said—Germania (s), 1964, Thomas
Rio Janeiro—Bruce, 1064, M'Kay, Barnes
Rosario—Erminia V, 548, Santagata
Rosario—Espresso, 430, Roncillo
Rangoon—Morna, 1437, Goodwin
Rio Janeiro—Catherine, 316, Reeve
Rosario—Nuova Manilla, 491, Vassallo
Santos—Albion, 604, Hansen
San Francisco—Centaur, 2599, Isbester
Santos—Odin, 510, Altam
Sierra Leone—Douglas, 168, Seidler
Sta Catharina—Bessie Dodd, 159, Jago
Spezzia or Genoa—Maria Parodi, 761, Garibaldi
Teneriffe—Serapis (s), 1270, Dobson
Tucacas—Broughton, 570, Curtis
Tybee—Inchbona (s), 1496, —
Valparaiso—Chepico, 1024, Hughes
Valparaiso—General Nott, 732, James

FROM HULL.

Abo, &c—(s), 691, Jacobsen
Ahus—Anna, 243, Petersen
Ahus—Augusta, 197, Elfverson
Ahus—Kompauy, 185, Danielsen
Ahus—Kompauy, 114, Larsson
Ahus—Marlen, 175, Cannon
Arendal—August, 396, Bue
Carlskrona—Randers 268, Haraldsen
Calmar—Martin Luther, 327, Nilsson
Carlskrona—Randers, 268, Haraldsen
Christiania—Walhalla, 275, Johnsen

To. Ship. Size. Captain.
Christiania, &c—Rollo (s), 1056, Pepper
Cronstadt—Suomi, 369, Kurkki
Cronstadt—Godfrey (s), 1066, Smith
Dram—Jeanette, 211, Falck
Fjellbacka—Olga, 127, Berndtsen
Gothenburg—Orlando (s), 1031, Watson
Harnas—Maria Adelaide, 400, Sjostrom
Kronberg, &c—Frederik (s), 702, Harboe
Kragero—Najaden, 239, Thorsen
Landscrona—Catharine, 225, Jonsson
Lulea—Fairfield (s), 1157, Millington
Malmo—Horneburg (s), 687, Clark
Malmo—Nelly Mathilda, 529, Norrman
Malmo—Pallas, 481, Elfverson
Naples—La Maria, 412, Trapani
Oregund—Wilhelmine, 256, Elfstrom
Oscarshamn—Experiment, 214, Nilsson
Odense—Leopard, 274, Olsen
Oscarshamn—Express, 95, Nilsson
Ronne—Idog, 276, Larsson
Riisoe—Hera, 244, Danielsen
Reval, &c—Essex (s), 943, Kershaw
San Francisco—Drumeltan, 1848, Wilson
Stockholm—Artemis (s), 433, Kelsey
Venice, &c—Bassano (s), 1187, Rea
Windau—Neptun, 203, Wenschau

FROM SUNDERLAND.

Carlskrona—Johannes, 282, Jaas
Fiskebackskil—Thema, 161, Johnsson
Fredrikshald—Wik, 171, Andersen
Gothenburg—Lidskjalf, 299, Gundersen
Holmstad—Johanna 192, Halberg
Libau—Robert Anderson (new str), 1297, —
Oscarshamn—John, 181, Ingelmausson

FROM SWANSEA.

Cape Verds—Gladstone, 1057, Suter
Carlskrona—Aimo, 225, —
Rio Grande—Perle, 160, Ackermann
River Plate—Luigi Padre, 539 —

FROM NEWCASTLE.

Assens—Fredrikke, 120, Nielsen
Bergen—Yurre (s), 227, —
Christiania—Hermes, 256, Olsen
Christiania—Svettende Mal, 214, Tollefsen
Christiania—Vidar, 178, Jacobson
Christianand—Achiv, 73, Askildsen
Cronstadt—Harald (s), 972, Bonde
Cronstadt—Stephanotis (s), 678, Lash
Elsinore—Allina, 124, Dirks
Eckernforde—Emanuel, 140, Clausen
Fredrikstad—Roskva, 233, Finkelsen
Genoa—Redstart (s), 770, Sibick
Holbeck—Oswald, 113, Hansen
Holmstrand—Sarsborg, 141, Torgesen
Krageroe—Woerge, 181, Gundersen
Mariagerfjord—Delphin, 110, Simonsen
Rudkjoberg—Vigilant, 93, Jorgensen
Stavanger—Rosenklippe, 137, Svendsen
Svevborg—Hanne, 135, Jorgensen
Valparaiso—Sydenham, 1063, Richards.

FROM NEWPORT.

Bahia—Hovding, 452, Olsen
Bahia—J P Berg, 467, Bentzen
Bahia—Kaldast, 481, Monsen
Bilboa—Springbok (s), 478, Marker
Bordeaux—Sir Bevis (s), 556, Rumsey
Buenos Ayres—Michele A, 708, Trapani
Buenos Ayres—Saron, 484, Olsen
Buenos Ayres—Africa, 667, Ellingsen
Buenos Ayres—Cesar, 469, Lundquist
Cape Town—Famiglia 8, 799, Schiaffino
Civita Vecchia—Fairway (s), 373, Garmes
Gefle—Raleigh (s), 859, Jones, Stephens
Jamaica—Montmorency, 610, Le Baron
Las Palmas—Glenmore (s), 1216, Caver
Lisbon—Minnie Irvine (s), 676, Mawe
Montevideo—Parthenia, 749, Davis
Montevideo—William Gordon, 731, M'Kellar
Naples—Autocrat (s), 996, Bromley
Naples—Thornycroft (s), 1,122, Pugsley
Paysandu—Vilkommen, 360, Pedersen
Para—Poseidon, 336, Terjesen
Rio Janeiro—Zaritza, 915, Danneberg
Rio Janeiro—Zebina Goudy, 1087, Sanderson
Rio Janeiro—Magnificent, 1282, Merrick
Rosario—Luiza, 473, Marziano
Rosario—Lucille, 273, Davies
St Francis (Guad)—Alexander, 336, Sandstrom
Venice—R F Matthews (s), 1279, Crosby

FROM HARTLEPOOL (WEST).

Aguilas—Presnitz (s), 1067, Ford
Cape Town—Flora, 814, Nielsen
Carlskrona—Bjarke, 279, Soderstrom
Christiania—Theodor, 225, Johannsen
Dantzic—Hanna, 293, Schliebe
Gefle—Esperanza, 359, Jonsson
Genoa—Nicholas Vagliano (s), 1118, Amateels
Halmstadt—Ingrid, 135, Sandi
Landscrona—Anna, 227, Svensson
Landscrona—Celine, 305, Lundberg
Riga—Alexandra, 339, Lelkhalm
Rio Janeiro—Sigrid, 1030, Larsen
Rungstad—Insulan, 216, Petersen
Skien—Lovspring, 225, Thomeson
Stockholm—Baltzar von Platen (s), 455, Svensson
Ystad—Emil, 218, Sonnesten

FROM GRANGEMOUTH.

Bergen—Tronda (s), 396, Nielsen
Christiania—Færd (s), 393, Egeaess
Demerara—Helois, 334, Mathiesen
Malmo—Najaden, 283, Nilsson
Tonsberg—Dagen, 174, Jorgensen
Trinidad—Carmel, 757, Kaldager
Trinidad—Pactolus, 398, Bamba

FROM BRISTOL.

Cadiz—Douro (s), 276, Thomas
Demerara—Orchid, 227, Dennis
Harbour Grace—Ragnar, 167, Petersen
Montreal—Quebec (s), 1731, Davies
New York—Llandaff City (s), 1218, Gore
Port Said—Streonshall (s), 1022, Barnard
San Francisco—Milverton, 2141, Adams
Smyrna—Wilberforce (s), 967, Haselton,

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